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Hongkong, 2nd September, 1907.

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BIRTH.

On September 3rd, at Shanghai, Canton, the
wife of James McLeish, of a son.

DEATH.

On September 5th, at Shanghai, NUSSELYANKE
DUNNIEHOV SE, a brother of Mr. SOLANGE
DUNNIEHOV SE, aged 41 years. Deeply
regretted.HONGKONG OFFICE: 10A, DES VUEX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 6TH, 1907.

The proposal of the Government that the Sanitary Board should include among its Standing Orders one corresponding to the rule of the British House of Commons embodying the principle that no member shall vote upon a matter in which he is beneficially interested, is one to which no one can reasonably object; but coming as it did before the Board without any previous indication that such a rule was necessary or desirable, it implied conduct on the part of the unofficial members which they would seem to have every right and reason to resent. For the present, the suggested Standing Order has been "shelved," the ATTORNEY-GENERAL having endorsed Mr. SHELTON HOOPER's view that it could not legally be adopted under the present statutory powers of the Board. But in communicating its decision to withdraw the suggestion, in view of the opinion expressed by the ATTORNEY-GENERAL, the Government intimates that it will later consider "if it should seem to be necessary," the advisability of incorporating the proposal in an Ordinance embodying those points in the Public Health and Buildings Ordinance 1903 which call for amendment.

If the matter had come up for consideration a first time in a general amending bill it might have been made to appear not quite so offensive, but would still not have been free from objection. It will not have escaped general notice that the Government will only consider the matter again "if it should seem to be necessary." Presumably it did seem to be necessary when the proposal was made a couple of months ago, and the proviso in the Colonial Secretary's letter excites a little curiosity to know whether that necessity is now deemed by the Government to exist no longer. When the Standing Orders of the Sanitary Board were first drawn up, the advisability of incorporating a rule of this nature, already well established in England, could scarcely have been left undiscussed; and the fact that it appears neither among the Standing Orders of the Sanitary Board nor those of the Legislative Council suggests that there may have been special reasons for its omission. We think such reasons do actually exist. The proposal of such a rule for the Sanitary Board seems quite superfluous. If the Sanitary Board possessed the powers of a similar Council in England there would be better reason than exists at present for adopting a rule of this character, but the Sanitary Board, as both Mr. HOOPER and Mr. HUMPHREYS found occasion to remark at last Tuesday's meeting, is merely an advisory body whose decisions on all important matters of sanitary administration are subject to the approval of the Governor-in-Council, who would certainly decline to approve any recommendation passed by the Sanitary Board in the manner implied by the suggested standing order.

It was unfair to the ratepayers no less than to the unofficial members themselves that the Government ignored the request for a statement of the reasons which had led to the suggestion of the standing order. The President of the Sanitary Board admitted that he was aware of no breach of the principle embodied in the proposed standing order, and the Government can blame nobody but themselves for the suggestion appearing to the public in the light of an unworthy and unwarranted attack on the personal integrity and public honour of the ratepayers' representatives. The ratepayers equally with their elected representatives have a claim to know what prompted the suggested standing order. If any sound reason had existed, it appears to us that the proper course would have been for the Governor-in-Council to refuse the recommendation concerned and send it back to the Sanitary Board with a plain intimation of the reason for the refusal. But following, as this suggestion of a new standing order did, upon a somewhat acrimonious discussion of the recommendations of the Sanitary Commission, it seemed like the last retort of a desperate controversialist. The members of the Board are too well known to require from us any words in their defence. They do not need to be told that a vote given to serve their own private ends and not the general welfare of the public is one of the most contemptible acts that could be alleged against a member of a public body; and we are equally sure that on a Board of which so many officials are members any abuse of that description would instantly evoke a strong protest which would promptly result in the cancellation of the vote. It may be that some member has interested himself in a public question embracing a personal interest and thus unconsciously incurred official displeasure. This is mere supposition, but we suggest it only to express the opinion that the proposed standing order would not prevent such cases, unless the underlying purpose of it is to practically exclude from the Board everybody who is in any way identified with property interests in the Colony. The business of the Sanitary Board is mainly with house property, and the members of the Board who know this work best are those most likely to be accused of having a beneficial interest in almost every important question of policy dealt with by the Board. A member whose votes are constantly challenged can scarcely be expected to tolerate it long, and the use which may be made of this standing order would therefore tend to restrict the ratepayers' choice of representatives.

The Sanitary Board during the past few years has been in bad odour with the public, and there is still a deplorable lack of confidence in that body, as is evidenced by the present stagnation in the property market. Money is plentiful but the investing public is timid; the capricious acts of the Sanitary Board in the past have involved house-owners in heavy expense, and only, it seems to us, can confidence be regained by having some representatives of the property interest on

the Board—men who are well-acquainted with the mischievous errors of the Sanitary administration in the past, as set forth in the Report of the Sanitary Commission, and possessing the necessary experience and knowledge of detail to enable them to informatively discuss the various proposals submitted to the Board and help to protect the public from unnecessary harassment. The property interest is not over-represented, and we should be sorry to see useful and active members driven from the Board by constant imputations of selfish motives. If there was legitimate use to be made of such a standing order as the one suggested, the public ought to have been made acquainted with the circumstances which are deemed to require it; in the absence of such information the standing order can only be viewed as a weapon intended for use by the official against the unofficial units of the Board. If solid reasons exist they should be plainly stated; if they do not, the Government should refrain from these pin-pricking methods of controversy and set itself to promote a spirit of co-operation on the Board. Antagonism between the two elements of the Board on certain vital principles of policy is apparently inevitable, but we are sure that neither on the one side nor the other can selfish and dishonourable motives justly be imputed.

We hope therefore that the suggested standing order may be permanently shelved. Its adoption would only serve to accentuate the present friction, for no member is likely under any circumstances to make a barefaced attempt to serve his own personal interests, and when it comes to deciding what a member's beneficial interests really are, we fancy it will be found a very perplexing matter indeed requiring constant demands on the time of the legal advisers in the service of the Colonial Government. If the House of Commons is unable to define what a member's direct pecuniary interests are, under very ordinary circumstances, it will puzzle the Sanitary Board to define the term "beneficial interest." Many years ago a Committee submitted to the House of Commons the following question for decision: "Whether a member of the House of Commons having property within the limits of an improvement bill, which properly may be affected by the passing of the bill, has such an interest as in the judgment of the House, disqualifies him as a member of the House and the representative of general local interests from voting on all questions affecting the preamble or clauses of the said bill." Here is the very question which may be expected to frequently arise at the Sanitary Board. The House of Commons considered three propositions submitted by way of answering the question, but all were ultimately withdrawn, and the House of Commons could do no more than refer the Committee to the rule of the House that no member who has a direct pecuniary interest in a question shall be allowed to vote upon it. That rule was explained by a Speaker to mean that direct pecuniary interest must be an interest "separately belonging to the persons whose votes are questioned and not in common with the rest of his Majesty's subjects, or on a matter of State policy." If a member's "beneficial interest" is to be interpreted in the same way, we fail to see what purpose the standing order would serve except, as we have said, to promote a continual unedifying wrangle. In these days and in this Colony the standard of honour among public men is surely high enough to render such a standing order totally unnecessary, and if it were not, the fact that the Sanitary Board is merely an advisory body, and that the Governor-in-Council is the deciding authority, plainly makes the rule superfluous and simply vexatious.

Sixteen competitors have entered for the swim across the harbour on the 13th inst. for the China Mail cup.

Mr. Inouye, Japanese Ambassador in Berlin, has resigned his post, and is returning to Japan this month.

Sir Francis Piggott (Chief Justice) and Sir Henry Berkeley left for Japan yesterday by the N. Y. K. steamer "Tango-Maru."

All the business at the Police Court yesterday devolved on Mr. F. A. Hazeland, Mr. C. D. Melbourne, the second magistrate, being engaged at the Supreme Court in taking the *de bene esse* evidence of witnesses.

The American Consulate General received the following typhoon warning from the Manila Observatory at 12.15 p.m. yesterday: "September 5, 1907, 11.30 a.m. Typhoon probably recurring northeast of Luzon in about 20 lat."

Messrs. Hughes and Hough commenced at 2.30 this afternoon the sale of a large assortment of Japanese curios which are well worth notice by intending buyers. There are over five hundred lots in the catalogue, and the sale will therefore be continued on Saturday afternoon.

The Hongkong College of Medicine commences another session on the 10th inst. We have received a copy of its time table and calendar.

The Treasury have given notice that Straits Settlements Government Three-and-a-half per Cent. Inscribed Stock (1837-1907) has been added to the list of stocks in respect of which the provisions of the Colonial Stock Act, 1907, have been complied with. The restrictions mentioned in section 2, subsection (2) of the Trustees Act, 1893, apply to the stock (see Colonial Stock Act, 1907, section 2).

Lady Violet Grenville, writing in the "Graphic," says the streets of London have become a labyrinth of horror and difficulty, a region of hideous sounds and foul smells. With motor-buses toppling over on the side-walk, and private motors knocking down lamp-posts and impinging on the shelters, the motorists on foot know not whither to wend his trembling steps. We only need the overhead railway, with the chance of its falling down into the street as in America, or the aeroplane bounding on to one's devoted head, to make London as perfect an inferno as any invented by Dante's fruitful imagination.

The Hague correspondent of the "Frankfort Gazette" says that the otherwise unimportant fact that one of the Peace delegates wears red socks is being forced into public attention by a law case to which they have given rise. When the socks were sent to the wash the dyer ran with the result that the linen of one of the foreign journalists attending the Conference was imbued with a rosy tinge. The journalist is suing the washerwoman for 800 florins damages, and the washerwoman is seeking to recover the money from the Peace delegates. The result of the litigation is awaited with keen interest.

The father of the Marquess of Bute had once an amusing experience in the neighbourhood of Rotherham. He met a Cockney tourist, who asked to be directed to a certain place. Deceived by the Marquess's accent, the visitor took him for a Southerner, and took occasion to make supercilious remarks about the barbarous manners of Bute. Soon he said: "I suppose you're like me, an Englishman?" "No," replied the Marquess. "I'm a native of Bute, this island." "Good gracious!" exclaimed the Londoner, in amazement. "Then who in the deuce tamed you?" Lord Bute (the "Chronicle" says) assumed a very fierce expression, and raising a ponderous cudgel he was carrying, bellowed viciously: "Who says I'm tame?" The alarmed Cockney turned and fled.

The last work completed by the great sculptor Saint Gaudens was a statue of Parnell. He never saw the Irish leader, but his statue is declared by those who have seen it, to be strong and lifelike. Just as Saint Gaudens had finished the model, a fire broke out in the studio. Knowing his master's tenderness for the statue, an assistant dashed in, tore the head off the clay model, and saved it. The model was reconstructed, and then Saint Gaudens devoted himself to designing the plinth and its adornments. His life, the "Tribune" says was obdurate fast, and his wife declared that he could never finish it. He was determined to do so. Every day, ill though he was, he was carried to his studio. He completed the work—and then he died; and the same paper which announced his death advertised the first public display of the statue.

Laurence Oliphant never posed as a military prophet, yet he was one. His inspection of the battlefields fought over in the American Civil War and those which had decided the fate of the Second Empire of France led him to the belief that war as fought in the former would be most decisive in the world's history; that men, not machines, would decide the day. For he truly points out that in the Franco-Prussian war the fighting was nearly all, except for one or two of the earlier battles at the beginning, fought at long range; whereas in the American war both sides almost abandoned artillery as a useless weapon and a source of weakness rather than of strength, when men, not to be deterred by noise, rushed on the guns. "I have often thought," he said, "that if the German armies had found themselves confronted with the raw levies of the American rebellion, they would have discovered that there is another art of war altogether different from that in which they have perfected themselves, which consists in an invincible determination to get at close quarters with the enemy as quickly as possible, and, if necessary, to die there rather than come away." Did Port Arthur confirm his theory?

There are a good many British families whose sons, for generations, have found careers in the Army and Navy. Bushido, whether here or under the Rising Sun, would seem to run in the blood. But it might be difficult to find another breed of fighting men, in either country, with quite the eminent claims to a nation's gratitude of the Cochrane family; and the little ceremony that was arranged on board the first-class cruiser of that name must be allowed to have had a piquant interest. The Cochrane family gave to the ship an ornamental shield, embellishing handsomely the deeds of some of its sires. In Japan, perhaps, the ship's company would have made the present to the head of such a distinguished family; but the difference chiefly to be regretted, between Japanese and English feeling in the matter, is discovered in the fact that so much of what was said by way of compliment, is news to the ungrateful man in the street. Who had it duly in mind for example, that there have been six Admiral Cochranes in a hundred years, that three nations of the new world owe their independence to the prowess of one of the number, or that for centuries this family has given all its sons, without exception, to the service of the Fleet?

"General" Booth, with characteristic dash, has made an important statement, in reply to many queries in the public press, as to what will happen to the Salvation Army when he has completed his life's work, writes a London correspondent. The Army will remain an autocratic body; at least, that seems the explanation of the following words:—"I am asked what will become of the army when I die. There is no need for fear. Provision has been made. Suppose to-day a telegram were to flash round the world, announcing my death? It would also carry a second message, and would be in some such words as these:—"The General is dead. Long live the General. What humility!"

What one feels about tobacco is that it is a degrading herb, and dangerous to health in many mysterious ways—"an invention of Satan," if you like, "specially designed to catch one." It stops the growth and weakens the will, and may, for aught that is known to the contrary, be highly mischievous to the third and fourth generation. But it keeps off the mosquitoes. This was all said and admitted about it at the British Medical Association, and one is really obliged to the Association for refusing to think that it constitutes a strong case against smoking. Dr. Wynne, of Leigh, took up the cudgels against Dr. Tidwell, of Torquay, in a manner eminently reassuring. He had always smoked to excess, and had no particular fault to find with his health or his morals; and if Dr. Tidwell said that tobacco was shortening his life, he simply refused to argue the matter until he was dead, when there might be time to go upon.

The ordinary general meeting of the Straits Settlements (Bertram) Rubber Company was held last month at Winchester-house, Sir West Ridgeway, who presided, moved the adoption of the report. He stated that the situation was eminently satisfactory. The prospectus estimated the output for the year at 15,500lb.; the actual output was nearly 23,000lb. This position was largely due to the fact that the age of the trees was underestimated, owing to the way in which the estate had been neglected. Now that the ground had been cleared and the drains cleaned and extended, the trees had made up for their backward growth, and their best age was apparent in many cases. They were entered in the estimate as six years old, but their age was really ten years. In regard to rubber everything was satisfactory. The yield for the current year was estimated at 25,000lb., but considering that 13,000 more trees were coming into bearing, the result would probably be nearer 35,000lb. than 25,000lb. The board's programme was to plant 100,000 trees per annum until they had reached a limit of 750,000. There would be no difficulty about this. The climate was good, the means of transport easy, and there was an abundant labour supply. The motion was seconded by Mr. G. M. D. Mount, and adopted.

A pleasing ceremony took place aboard the "Cochrane," Capt. D. R. de Chair, in the Solent when Lord Dundonald presented the ship with a shield and a portrait of the famous Lord Cochrane, after whom the vessel is a gift from the Cochrane family. The captain and the other officers were "at home" for the occasion, and the guests, who were received by Capt. D. R. and Mrs. de Chair, included Adm. Sir D. H. and Lady Bosanquet, Rear Adm. Callaghan, Lord Dundonald, Lady Gertrude Cochrane (who launched the ship), Mr. T. and Lady Adela Cochrane, Lady O'Neill, and Mr. & Mrs. Blair Cochrane. In making the presentation, Lord Dundonald said that for many generations the Cochrane family had taken part in the battles of the British Navy. They would follow the "Cochrane" wherever she went with the greatest interest and pride, as they felt certain that if she went into action she would take on the same odds against her as she would have done in the past and as the admirals of the name of Cochrane would have wished her to do. Capt. D. R. de Chair, in accepting the gifts in the name of the officers and the ship's company, expressed their appreciation and gratitude. He said they felt that the shield would not act as a great incentive not only to the gunners of the ship but to all on board to make this ship second to none in straight and rapid shooting. The shield will be hung on the half-deck in a prominent position and the names of the gunlayers and sight-setters who make the best shooting will be engraved on it. The shield has at the top the Cochrane coat-of-arms and below is a plaque bearing a representation of the "Cochrane," while on the left is a representation of Lord Cochrane's figure in the "Speedy" with "El Gamo," and on the right one of the "Pallas" and the "Impetuous," in action in the Basque Roads.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 5th at 11.55 a.m.—The barometer has fallen considerably over the Loochoos, and a slight to moderate fall has occurred also over S. China, Formosa and Luzon.

The typhoon which appears to be situated to the South of the Loochoos in about 21° Lat., seems to be now moving northwards. Pressure remains high over N. China and the N. part of the Sea of Japan. Strong N. and N.E. winds are expected to prevail in the Formosa Channel, and the N. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N. winds, fresh; squally, fair.
Formosa Channel	N.E. and N. winds, strong.
South coast of China between Hongkong and Loochoos	Same as No. 1.
South coast of China between Hongkong and Taiwan	Same as No. 1.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

POLAR EXPEDITION'S FATE.

LONDON, September 5th.
The Anglo-American polar expedition's ship "Mikkelsen" has sunk, and it is feared that all the members of the expedition are lost.

ANTWERP LABOUR RIOTS.

LONDON, September 5th.
Serious incendiary fires are reported at Antwerp. Troops have been called out to guard the docks and town.

OBITUARY.

LONDON, September 5th.
The popular composer, Edward Greig, is dead.

[REUTERS'S SERVICE.]

SIR HARRY MACLEAN.

LONDON, September 3rd.
The Legation at Tangier has received letters from Sir Harry Maclean which it is understood notify Raisuli's terms.

CHINESE OUTRAGES ON THE RAND.

LONDON, September 3rd.
There is a recrudescence of Chinese outrages on the Rand, occupants of lonely houses have been assaulted and one killed. There were 28 murders in August, most of which are ascribed to Chinese.

MOROCCO.

LONDON, September 3rd.
The Spanish Government, in agreement with France, has decided to send troops to Tangier, Tetuan, Larache, and Alcazar, to protect Europeans, pending the organisation of police.

General Drude made a reconnaissance on Sunday. Five miles from Casablanca, the enemy was found in strength, a charge was repulsed, but a vigorous harassing was kept up as the French retired.

PLAGUE IN SAN FRANCISCO.

LONDON, September 3rd.
Three cases of plague have occurred in San Francisco.

RUSSIAN CONSUL'S ILLNESS.

[REUTERS'S SERVICE.]

The Russian Consul Mr. Bologowsky, who has been an inmate of the Peak Hospital for seven weeks suffering from an internal malady, had one of his legs amputated on Sunday last, the operation being performed by Dr. Stedman. We understand the patient is making satisfactory progress towards recovery. The French Consul has been looking after the interests of the Russian Consulate during the illness of Mr. Bologowsky.

AMERICAN CITIZENSHIP LAW.

An important law has just become operative in the United States which affects all citizens of that country residing abroad. It provides that naturalized citizens who leave the country and dwell elsewhere continuously for five years shall be presumed to have abandoned their citizenship. It also provides that an American woman who has married a foreigner can regain her citizenship upon the termination of the marital relationship. The law has been rendered necessary by the number of Americans who become American citizens and then return to live in Europe. It is said that 15,000 German-Americans resident abroad are affected by the Act, and afraid that they will not be able to satisfy the American officers of their being bona fide citizens. In Paris 10,000 persons are said to be affected, and in London 8,000, whilst a surprisingly large number are found in Russia, Turkey, and the Southern European countries. The law provides that certificates of nativity shall be issued to all American-born citizens living outside the United States, stating where they were born, their place of residence, and how long they expect to live abroad, and also their occupation. American boys living abroad, when 18 years old, must register, declaring their intention of becoming citizens, and at the age of 21 they are to take the oath of allegiance. All Americans living abroad must register with a Consular floor at least once a year.

THE UNITED STATES AND THE PHILIPPINES.

In a speech at Honolulu August 7th, Mr. Nicholas Longworth, who is a member of the House of Representatives and Mr. Roosevelt's son-in-law, expressed the hope that the Philippines would "not long be with us." Commenting upon this remark the "Evening Post" says that eight or nine years ago "it was regarded as a proof of our almost superhuman self-restraint and respect for law that we refrained from mobbing the traitors who uttered wishes like that." The Post goes on to say that the prevailing view of the Philippines now is conveyed in the humorous dialogue:—"What do you suppose the Japanese want with the Philippines?" "That's just what they'll be asking themselves when they've owned the islands as long as we have." All of which is undoubtedly true, though it is rather surprising, in view of his relationship to the President, to find Mr. Longworth so frankly expressing the opinion held by the majority of Americans that the Philippines are a white elephant.

KEIR HARDIE IN HONGKONG.

Keir Hardie, one of the most cordially abused men in British politics, reached Hongkong yesterday and but few people were aware of his presence. He arrived earlier than was expected by the P. and O. steamer *Marmora*, and not being aware of the arrangements that had been made by His Excellency the Governor for his reception, came ashore in a hotel launch and meeting a friend was escorted up the Peak. He called at Mountain Lodge and was welcomed by both His Excellency and Lady Lugard. Sir Frederick and Mr. Keir Hardie had a long chat together, broken only at intervals to be introduced to the sisters of the French Convent (who were being entertained to tea) or to some other visitor. Afterwards he proceeded to enjoy the view from the *Agassiz* and returned to town, leaving at nine o'clock for Canton.

Being practically on the move all the time it was no easy task to obtain an interview with the leader of the Labour Party in the House of Commons. Mr. Keir Hardie is easily recognised from the photographs with which most people are familiar in the illustrated journals. A thick set man of about five feet seven or eight in height, he looks robust. A full face, fresh complexion, with a beard of red and grey, and a massive round head, and there you have the features of this notable man. He does not sport the cap which gave him such notoriety in the early days, but wears a soft straw hat.

To a *Daily Press* representative who had a chat with him, Mr. Keir Hardie said that he was recovering his strength, and hoped to be in the best of health when he returned to England. There was no aggressiveness about Keir Hardie. He gave the impression of a man who really thinks before he speaks, and to one or two of the questions addressed to him he did not care to give an answer until he knew something of the conditions which applied. On the subject of socialism both in Britain and out of it he was very optimistic. Unlike others he was agreeably surprised at the return of so many Labour M.P.s at the last General Election and had not dared to hope for such results as had been announced in *Jarrow* and *Colne*. There was no doubt that the movement was growing, especially the Socialist wing, and though the tide of success might ebb and flow, the party was on the path of progress. Questioned as to the growth of the Socialist movement in Canada he expressed the opinion that the movement was more a labour one in the East, and more of a Socialist one in the West, particularly in British Columbia, where the miners were fairly strong. The surprising feature about Socialism in Japan was that most of its adherents were Christians but as was to be expected the party had not made much headway there yet.

Mr. Keir Hardie was more guarded when talking about the native question. He realised that the Asiatics were elbowing the white man out in Canada, but on the subject of a white Australia for instance he preferred to wait till he reached that continent before expressing an opinion.

Mr. Keir Hardie, who by the way is the second M. P. to pass through Hongkong this week, goes on to India from here by the *Marmora* on Saturday and will proceed to Australia, thence to New Zealand and South Africa.

THE BORNEO EXPEDITION.

The s.s. *Jacob Diederichsen*, with Sir Paul Chater's expedition party aboard, has returned from Dutch North Borneo. About 80 tons of coal were secured from the field visited. Forty were used on the return voyage as a test, and forty have been brought back for analysis. The experts who surveyed the field are said to be thoroughly satisfied with the prospects, and have proved that the coal field is an extensive one.

A cutting through the dense jungle to this supposed Eldorado was made by coolies, who were conveyed from Hongkong for that purpose.

After the steamer had proceeded some distance up the river and passed a few villages, she dropped anchor at the last settlement, which was principally composed of Chinese. Then they had to proceed through practically virgin jungle. To a certain extent, however, their journey has proved successful, but the ultimate success of the expedition depends on the analysis of the report.

THE WAR CONFERENCE.

The "Nation" calls the Peace Conference the "War Conference," and makes some comments in this strain:

The representatives of the Powers at The Hague know that in conferring about war they are really holding a Peace Conference. But for philosophy's teaching no one would have abstained from burning each other's noses. "Look here," says one, "this burning's a dangerous and expensive job. Let's give up wax vestas, and stick to safety matches." "Done!" says the other, and they part with mutual satisfaction and a consciousness of thrift and Christian forbearance. But it needs philosophy to call this arrangement a Peace Convention. For short, we don't believe in peace, and we don't give up a possible advantage in war. It is the attitude of all the Powers, and therefore of all their delegates, our own among the rest. We hear this week that the Premier's proposals in the "Nation" for postponing the peace in armaments is to be postponed till the very last session; we suppose that word for peace should appear in the warlike harmony. The very statement of so honourable an aim must do something. The possible strengthening of The Hague Arbitration into a permanent Court may be something. But at present the situation is only a repetition of the old feuds!

"The Fox of the Conference says to the Rabbit of Peace. With what sauce would you like to be eaten?" The Rabbit of Peace says he doesn't want to be eaten at all. "Now," says the Fox, "you're gettin' away from the point."

SUPREME COURT.

Thursday, 5th September.

IN BANKRUPTCY.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

DISCHARGE SUSPENDED FOR TWO YEARS.

The application for the discharge of Ferdinand Kien, a former auctioneer, was submitted. His Honour—Your report is filed, Mr. Kemp? The Official Receiver—Yes my Lord. Mr. Grist—Your Lordship has read the report? His Honour—Yes.

Mr. Grist—I must leave the matter in your Lordship's hands, I submit, as he is entitled to his discharge. It is a question of how long it ought to be kept back. It seems rather useless to keep the man hanging about unable to do anything. I ask your Lordship to fix it in as short a time as possible.

His Honour—I have read the report. I propose to suspend the discharge for two years.

APPLICATION FOR RELEASE.

Re Chan Sui Hon (adjoined public examination). Mr. Dixon asked for the release of the debtor who had been committed to prison by the Chief Justice on a charge of having concealed portions of his property.

The Official Receiver opposed the application as also Mr. Bailey on behalf of certain creditors. Mr. Dixon said he would call evidence to show that the debtor had previously disposed of the property which he was charged with concealing. Debtor was sent to prison three weeks ago on evidence sprung upon him at the last moment. He was not represented at the time.

His Honour—He has only had three weeks. Mr. Dixon—If he has had three weeks, it is three weeks too much.

His Honour—That may be so. Mr. Dixon pointed out that the man might be liberated on bail.

His Honour decided that it would be better to keep debtor in prison pending the adjourned examination.

A YARN DEALER'S FAILURE.

Fan Wa Shan, appeared for further public examination in bankruptcy. Debtor, formerly one of the largest yarn dealers in the Colony, was questioned by Mr. Looker on behalf of certain creditors with a view to showing that he had continued to trade knowing himself to be insolvent. Debtor denied that the market fell from \$10 to \$5, and when confronted with a list of his own contracts showing an average fall of over \$10, said he could not remember whether it was low or not.

After further evidence, Mr. Looker contended that the discharge should be refused and that the debtor should be imprisoned for carrying on business after he knew he was insolvent.

His Honour—I cannot form an opinion on what I have heard.

The public examination was closed.

POLICE COURT.

Thursday, September 5th.

BEFORE MR. P. A. HAZELDEN (FIRST CLERK, MAGISTRATE).

THE BIRCH.

Wong Tai-yan, a small boy, was observed by a constable to snatch a coat from an old man and run away. The constable pursued and captured him, and he appeared for the first time before the Court yesterday. His Worship sentenced him to twelve strokes of the birch.

FIREMEN AT VARIANCE.

In the engine room of the s.s. *Gregory Apar* Solhoo, a fireman, had a dispute with the head fireman about his work. The head fireman went on deck with the object of approaching an engineer on the matter, and the defendant followed him. When they reached the deck the defendant knocked down the head fireman with a bamboo, and he had to be removed to hospital. He was unfit to appear at Court yesterday, but the defendant pleaded guilty, and was sentenced to 21 days' hard labour.

THE HONGKONG GOODS VAN.

Two coolies were charged with the reckless driving of a truck. They hired the vehicle from the owner and were carting a load of goods down an incline in Peel Street when the truck became unmanageable, and gaining headway went down the street mentioned at a terrific pace. Pedestrians got out of the way, but a ricksha coolie in the vicinity was not so fortunate. The truck ran down his ricksha and damaged it to the extent of \$7, which amount his Worship ordered the drivers to pay as compensation. The owner of the truck was then charged with letting his vehicle out on hire. Three inspectors of police informed his Worship that this was against the law, and was becoming a common practice. The defendant was ordered to pay a fine of \$5.

HOUSEBREAKING.

In the past the down pipe has proved to be of as great service to the Chinese robber as it has been useful in draining water from the house tops. And once again it has been the means of gaining a robber entrance to a dwelling. By climbing up such a pipe Chan Yau landed on the verandah of the first floor of 415, Queen's Road West, and breaking open one of the front doors entered and secured a box of clothing. As he was leaving the premises with this he bumped against a chair, making a noise which awakened some folks. Chan appeared before his Worship on a charge of housebreaking, but the case was remanded as he wished to call witnesses.

A POLICE ARREST.

On Wednesday a native with nine pounds of brass in his possession, for which he could not satisfactorily account, was arrested by a lunkong and subsequently charged with being in unlawful possession of it. His house at 4, Chiu Loong Lane, East Point, was later searched by Detective Sergeant Sullivan, and

a dagger was found. On this account another charge of being in possession of arms without permission was preferred against him. His Worship found the defendant guilty, on two charges, and ordered him to pay a fine \$25, on each, the alternative being six weeks' imprisonment. The defendant is well known to the police, having two previous convictions against him for unlawful possession.

ALLEGED FALSE PRETENCES.

Chan Un was indicted on the charge of obtaining \$8 by false pretences. On July 24th he went to a launch owner and said he wanted a launch to take Mr. Kemp, the Official Receiver, to Tai-po. The launch owner said he might have it, and Chan told him to have it ready on the following morning. At the same time he asked for an advance of \$3, which, he said, might be charged up to him when the account for the launch was made out. The money was advanced, Chan pocketed it and left, and although the launch was kept in readiness all the following morning, no one called for it, and Chan was not again seen by the launch owner until Wednesday. Then he was arrested. The case was remanded.

A KOWLOON QUARREL.

Mrs. Short, wife of Sergeant Short of the R.G.A., summoned James Wilson, fourth engineer on the *Zephyr*, for assault, and the defendant took out a cross summons.

Mrs. Short stated that on the afternoon of the 31st ultimo, between 6.30 and 7 o'clock, she was having tea in her house at No. 1, Granville Avenue with her two daughters and her son. Witness told her little girl to go and see whether Daddy was coming. She went to the window and put her head out, and witness heard Mr. Lambert ask the defendant whether he saw the monkey face. The defendant had had a grudge against her daughter for some seven months. Her little girl turned round and said—"Mama, did you hear that?" Witness said—"Yes, who was it?" Her daughter said—"Willie Lambert." Witness jumped off her chair, went to the front door, and said—"Willie Lambert, if you insist on insulting my daughter I will put my hand across your face." Willie said—"Who insulted your daughter?" Witness said—"I myself heard you." Lambert said—"You're a liar." Witness had seen the defendant once or twice before but did not know him. Lambert called the defendant "as witness walked out to her garden wall. The defendant said—"Woman, what is the matter with you; you're drunk." When he repeated these words witness said—"You insignificant little rat, I'll put my hand across your face too." With that defendant struck her across the face. She struck back at him, while he kept saying she was drunk. Witness said to her little girl—"Go in and get your father's walking stick and I'll let that insignificant little rat know whether I'm drunk or not." Her daughter brought out the stick, she walked out and hit the defendant with it, but he held it and struck her.

Defendant said he was a stranger there and the complainant struck her first.

His Worship—Why should he strike you without reason?

Witness—Simply because these two ladies were rather insulting to my girls.

Hilda and Roger Short told stories about the affair which corresponded with their mother's, and then, James Wilson entered the witness box. He said he had just arrived from the Aberdeen Docks, and had not been in Kowloon more than ten minutes when he met Mr. Lambert. As they were walking past complainant's house the little girl had her face out of the window. She twisted it and said "Hallo, monkey." Witness did not know whether this was to Lambert or himself. Lambert turned round and said, I don't know who is the biggest monkey. When they turned the corner Lambert proceeded to his home and witness went on to the road to speak to some friends. As Lambert passed the door, Mrs. Short called him an insignificant dirty rat, and asked why he insulted her daughter. Lambert called witness to prove that he had not insulted her daughter. Mrs. Short, however, did not like this, and said—"Wait till my husband comes home, and he will give you a good thrashing." After this Mrs. Short returned to her house and Lambert went away. Witness was in the centre of the street when she again came out and called him over. She told him he was a dirty pig, and remarked that he had insulted her daughter. Witness went to the garden wall, and she struck him across the face. Seeing the woman was drunk he took no notice, but walked back to the centre of the street. She did not seem quite satisfied with this, and came into the house and got a stick, and came out into the centre of the road. She struck him across the cheek with a stick. Witness caught hold of the stick with his two hands, but she held it only with one, and struck him across the face several times with the other, making his face all red and swollen. After this witness lost his temper and struck the woman four times over the face with his open hand. Anyone else would have done more than he had done, even although the woman was drunk.

Mrs. Short—Sir, I can't have that man for defamation of character. I was not.

His Worship—Keep quiet.

William Lambert, apprentice engineer at the Kowloon Docks, corroborated Wilson's story.

Mrs. Short, in reply to his Worship's question, said she had no question to ask, but remarked that Lambert was always calling her daughter monkey faced, and saying that his sister's face was as good as hers.

His Worship—Then why should he tell this story?

Mrs. Short—It is because I won't let my daughter have anything to do with him. He is known to be a fast boy about the neighbourhood.

His Worship was quite satisfied that the row originated through what the witness Lambert said, but as the witness was not before the Court his Worship had no power to deal with him. In the subsequent proceedings both parties had acted illegally, and he proposed ordering each defendant to be bound over in the sum of \$100, personal bond, to keep the peace for twelve months.

HAMBURG.

(FROM OUR CORRESPONDENT.)

August 8th.

FOR THE SEASIDE.

The merits of Dr. Schlick's gyroscopic apparatus for preventing the rolling motion of vessels are meeting with general recognition. Since the experimental trips of the oil torpedo boat, the "Seebär," which had been fitted with one of them, in the North sea last autumn demonstrated the correctness of the principle beyond doubt. The "Seebär" was sent over to England, last spring, where the invention was subjected to further tests in all kinds of weather, the results being so eminently satisfactory that Messrs. Swan and Hunter and Wigham Richardson not only bought the boat itself, but acquired at the same time the patent rights for Great Britain and the United States. Sir W. White—the well known naval architect, has from the beginning manifested a lively interest in the invention and is said to be now engaged in the construction of apparatus for four vessels of different sizes.

The state of Hamburg has given orders for a gyroscopic boat and the Hamburg America Line has commissioned the Vulkan Works in Stettin to construct an apparatus for a steamer of 1900 tons displacement, meant for the summer traffic in the Northsea. As the "Seebär" has a displacement of not more than 60 tons, these calculations and designs, based on the experience acquired during the past year, have become necessary, so that the apparatus is not expected to be completed before next month when it will be tested at the works and then sent over to Hamburg for installation on board the vessel selected for the purpose. It is stated that, whereas the fly-wheel of the "Seebär" weighs 400 kilos, and performs 2300 revolutions a minute, that now being made will weigh about five tons, the number of revolutions per minute being 1800; it measures 100 millimetres in diameter and the periphery velocity is intended to reach 150 metres a second. The entire apparatus will measure 3 metres in height and two in diameter; it is worked by steam acting on turbine blades attached to the circumference of the wheel. Only the very best material will be used and the most recent improvements in the construction of similar pieces of machinery are applied.

HAMBURG FREE LIBRARY.

The free library in this town is steadily gaining in popularity; according to the annual report just published, over a million volumes have been issued in the twelve months as compared with 888,000 in the previous year. January appears to be the time in which most reading is done, for close on 100,000 books were lent out during that month. The total would no doubt be much greater, if means were available for the opening of branches in other parts of the town for which the inhabitants are eagerly petitioning; but, although the Senate has raised the government grant to M 70,000 p.a. and a sum of M 40,000 was received from the executors of the late Mr. A. Beit, the well known African merchant, to which have to be added several smaller legacies, these amounts are not sufficient to warrant the desired extension, so long as the general public do not contribute more liberally towards the maintenance of the institution. A lady lately deceased has left M 120,000 for the building of a reading room which was all the more welcome, as owing to the want of accommodation the attendance at the existing one has been gradually falling off.

Schulke's indicator, which obtained the diploma at Gran Premio at the Milan exhibition last year continues to work satisfactorily and, but for it, it would have been impossible to give out, as has been the case on several occasions, 3000 volumes in a single day at the most centrally situated of the three libraries. It is however proposed to add the English "Safe-guarded open access system" which permits borrowers to get the books they want from the shelves themselves, in the firm belief that the German public will justify the confidence about to be extended to them just as readers in England have done.

STATE INSURANCE.

The contributions of employers and employed to the state insurance fund for old age and invalid pensions during the month of June have reached the astounding figure of nearly 280,000 or over £26,000 a day for twenty-five working days.

Rather more than this was paid out by the different post-offices through whose hands these payments pass, but it should be remembered—that these figures include sick relief, which forms a considerable item. The accounts of the disbursements in June have not yet been published, but in May they amounted to about 261,000. Thus far over a million and a quarter sterling are received and paid out altogether by the post offices every month and, as the separate amounts are very small, the work it entails may be imagined. This and the expense connected with the administration of the funds is certainly a great drawback and no doubt, the considerable saving might be effected if, as the Old age pension scheme was to be paid by the treasury without previous contributions by those concerned. Still the principle seems wrong as tending to promote improvidence amongst the working classes. Even the German system appears to have that effect to some extent for complaints are becoming more numerous that people are beginning to rely too much on the allowances from the state insurance funds and that this is particularly noticeable in cases of sickness and accidents.

WOOL.

According to recent returns for the year ending June 30, the quantity of wool exported from Australia during the twelve months amounted to 2,001,188 Bales or 220,733 Bales more than in the previous year and over 60 per cent. more than in 1903/4. The total value is estimated at thirty million sterling or five millions more than in the preceding year. 537,000 Bales were shipped from Victoria, 838,000 Bales from New South Wales, 118,000 Bales from South Australia, 41,000 Bales from West Australia, 14,000 Bales from Tasmania and 426,000 Bales from New Zealand.

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SPECIAL LIQUEUR

VERY FINE OLD

SCOTCH WHISKY

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PER CASE, 12 BOTTLES... \$15.00

10% Discount Allowed Until Further Notice

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WINE & SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

KAISER AND TSAR.

SWINEMÜNDE INTERVIEW.

A Berlin correspondent writes on Aug. 8th: Shortly after midday the Russian Imperial yacht "Standard" weighed anchor, and accompanied by her escorting destroyers, steamed out of Swinemünde harbour to the sound of a farewell salute from the guns of the German High Sea Fleet. The parting of the monarchs, which had taken place a few minutes earlier, was made the occasion of the only formal oratory which had been delivered during the Tsar's visit. Raising his glass to his host, the Russian ruler said:

"I am thankful to have this opportunity of thanking your Majesty sincerely for the hearty reception accorded to me, and of bringing to expression the high value which I attach to a continuation of the relations of traditional friendship and kinship which have always been a close bond between our Houses and countries. After having attended the manoeuvres of the beautiful German fleet with lively interest and great admiration, I raise my glass to the health of the Emperor William chief head of this fleet, and to the gallant German navy."

To this the German Emperor responded as follows:

"I offer your Majesty my hearty thanks for the kind words just spoken, which have brought to expression the friendship which unites us and our countries. It is the first time that my fleet, under the command of my brother, has had the honour to manoeuvre before your Majesty. Your Majesty's words of recognition will live in the hearts of my officers and crews. We are all permeated with the wish that it may be granted to your Majesty successfully to carry through the development of the Russian fleet that has already been commenced. Take your Majesty's I too, am filled with the thought of the unalterable friendship of our Houses and of our peoples. This friendship has lasted more than a century; it unites us to-day, and will endure. I raise my glass to the welfare of his Majesty the Emperor Nicholas. His Majesty the Emperor of Russia! Hurrah!"

According to a telegram in the *Los Angeles*, which inspects of circumstances reported that it had forfeited its former favour through an indiscretion on the "Camorilla" question, still seems to be able to get its correspondents than other newspapers, the Tsar, who has been visited through his stay in German waters, spoke with a complete lack of reserve of the experiences of his visit on the occasion of the presentation of the prizes won in yesterday's regatta. He is reported to have repeatedly remarked that he was a good friend of the German fleet, and that he was always delighted to pass time among his German commanders.

To-day's papers contain yet another semi-official communication with regard to the meeting.

It is to the following effect: "The meeting of the Emperor and the Tsar off Swinemünde is a new confirmation of the old traditional friendly relations between the two monarchs, and a proof of the good understanding which exists between leading statesmen of the two Empires. There has been a confidential expression of opinion on all topical questions in which gratifying unanimity could be established, and on both sides the desire was manifested to uphold peace and quietude in the existing treaty relationships, either for Germany or for Russia. It is to be expected that the latest incident in Morocco will lead to no political complications, especially as M. Pichon has given Prince Radolofsky satisfactory explanations, and all the Powers are resolved to adhere to the Agadir Convention. Consequently it is to be hoped that the meeting off Swinemünde will contribute to strengthen everywhere confidence in the maintenance of peace."

The following semi-official statement issued at the Royal meeting at Swinemünde was published at St. Petersburg:

"The meeting between the Tsar and German Emperor at Swinemünde, which was in return for that paid by the German Emperor to the Tsar at Björkö two years ago, was of the most cordial and intimate character."

The conversation between the German Imperial Chancellor and the Russian Minister for Foreign Affairs, who for years have enjoyed the most friendly personal relations, dealt with the most important political questions, though with no definite aim in view.

"It is agreed by both sides that neither in Europe nor in the Far East is peace in any way threatened."

"As far as special instances are concerned, the recent occurrences in Morocco give no cause for any anxiety, and the measures which France is in conjunction with Spain, is taking cannot give rise to any complications."

Regarding the convention signed between Russia and Japan, and that to be signed between Russia and Great Britain, it is recognised that they will conduce in the highest degree to the peace of the world."

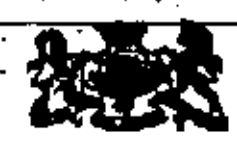
"The meeting between the two Monarchs and the exchange of views between their Ministers cannot in any way alter the existing alliances with other Powers, while it will tend to strengthen the traditional and neighbourly friendship between Russia and Germany. Events at Swinemünde can only influence the peaceful course of events in Europe and Asia in the most favourable manner."

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Goeben* carrying the German Mails with dates from Berlin of the 13th ult. left Singapore on Thursday the 5th inst., and may be expected here on or about Monday the 9th inst. p.m.

The A.C. str. *Lightning* from Calcutta left Singapore on 5th inst. at 11 a.m., and may be expected here on or about the 9th inst.

The I.G.M. str. *Prinz Sigismund* left Kobe on Wednesday the 4th inst. at 9 p.m., and may be expected here on or about the 10th inst. p.m.



ROBINSON PIANO CO., LTD.

TALKING MACHINES

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RECORDS.

NEW STOCK JUST ARRIVED.

LARGE AND VARIED ASSORTMENT

MUSIC

LATEST COMIC OPERA SCORES

AND

DANCE MUSIC

JUST ARRIVED.

Hongkong, 29th November, 1906.

THE FUTURE OF WEI-HAI-WEI.

THE BRITISH COMMUNITY AND THE HOME GOVERNMENT.

The *Times* correspondent at Peking wrote on August 4th:—For some time past I have been visiting among other places in North China the British port and leased territory of Wei-hai-wei. The possession is small in territorial extent, but is one presenting a remarkable illustration of the British genius for governing a latus. The opinion is widely held in the Far East that the time has come when the British Government should announce its intention as to the future of the port. The present uncertainty stifles all development and causes constant misunderstanding.

England holds the port so long as Port Arthur remains in the occupation of another Power. The original convention specified Russia as the other Power, but China has since by the Treaty of December 22, 1905, consented that all the rights and priviledges granted to Russia in Port Arthur should be transferred and assigned to Japan. It is well known that Japan is opposed to our withdrawal from the port and approved our intimation to China that we should not withdraw. Moreover the Chinese have no reason to be dissatisfied with the present arrangements. They have few use of the harbour for their ships and retain jurisdiction within the walled city of Wei-hai-wei. Why, then, cannot our Foreign Office give the requisite assurance to the British in China that Wei-hai-wei will continue a British possession? The port has great advantages as a sanatorium both for our Navy and our subjects in China, who now, uncertain of the future, hesitate to invest money there and resort instead during the summer to the German port of Tientsin or to Swamowit on Chinese soil, to the great enrichment of those places.

Every Englishman who before the present uncertainty invested money in Wei-hai-wei did so under the direct encouragement of official statements in the House of Commons that Wei-hai-wei would be held so long as other Powers held similar leases of Chinese territory, yet when the British community on June 1, 1906, petitioned for information as to the future they had to wait ten months for a reply. Even then, on March 21 last, Lord Elgin evaded a direct answer and refused to discuss the hypothetical case, but merely informed the colonists that "whatever emergency may arise the British Government could not entertain any claim of compensation to firms or individuals who have invested money in Wei-hai-wei."

The present policy is regarded in the Far East as illogical. If the British Government will announce its intention to retain Wei-hai-wei, industries will be started and the colony will quickly prosper. If the Government is prepared to restore possession to China, the Chinese Government would certainly engage to compensate the residents who had invested money there while the port was under the British flag.

Dr. Mantou, by Maurice Gerard, London: John Long.

This is a tale to please the fiction devourer. Beginning somewhat tediously, by introducing the whimsies of a character who is afterwards a mere subsidiary, it soon plunges the reader into an absorbed interest in the fate of a most beautiful heroine, surrounded by hidden foes, and of her doctor lover. People are chloroformed, stung with "life-preservers," shot with revolvers, thrown out of motor cars that have been tampered with, and all because family pride prevents the heroine from telling who the villains are. Finally all of them meet a melodramatic end, and the story ends, as all stories should, with kisses and caresses.

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Cream, Charcoal, Lait, Charcoal and Special Skin Tonic, and Poudre Charmante will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents for Hongkong.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press. Codes: A.B.C., 5th Ed. Libby's.

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DOCTOR WANTED.

CHANCE FOR DOCTOR to take steamship to America and back (three months' trip). Apply immediately.

WANTED.

AT once Skipper for Steam Launch plying in the Canton Rivers.

NOTICE.

THE Public is hereby notified that I have CLOS'D MY AUCTION BUSINESS.

Excursion to MACAO.

THE fast and splendid steamer of the Compagnie Francaise des Indes et de l'Extrême-Orient.

First class single passage ... \$2.00

Meals and refreshments supplied on board.

Passengers can be booked at the Office of the undersigned until 5 p.m. on SATURDAY, the 7th, or on board on day of sailing.

For further particulars, please apply to BARRER & CO., Agents.

Hongkong, 6th September, 1907. 1464

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Call at Timor, Port Darwin, and QUEENSLAND PORTS, and taking cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"ALDENHAM,"

Capt. St. John George, will be despatched as above on SATURDAY, the 23rd inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

M.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th September, 1907. 1462

NOTICE TO CONSIGNEES.

"DELTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. Victoria.

From Calcutta, ex S.S. Nila.

From Persian Gulf ex B.I.S.N. and B.P.S.N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 5th September, 1907. 1461

NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery may be obtained. For further particulars, please apply to the undersigned.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 9.30 a.m.

No Fire Insurance has been effected.

CARLOWITZ & CO., Agents.

Hongkong, 4th September, 1907. 1460

NEW ADVERTISEMENTS

ALTERATION.

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIKUN,"

Captain A. J. Robson, will be despatched for the above Ports TO-DAY, the 6th inst., at 1 p.m.

For Freight or Passage, apply to DOUGLAS, LAURA & Co., General Managers.

Hongkong, 5th September, 1907. 1461

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 5th September, 1907. 1313

WANTED.

A Young Man (British) of steady habits, as Harbour Runner and Ship Chandyery Assistant.

Apply to—SHIP CHANDLER, Care of "Daily Press" Office.

Hongkong, 3rd September, 1907. 1441

YUET HAN RAILWAY CO., LTD.

TENDERS are invited for the SUPPLY of 50,000 (Fifty Thousand) AUSTRALIAN HARD WOOD SLEEPERS composed of—

MURRAY RED GUM

REI MAHOGANY

WHITE DO

GREY BOX

TALLOW WOOD

BLACK BUTT

WHITE STRINGY BARK

RED DO

TERPENTINE

BLUE DO

all in equal proportional quantities.

Size of Sleepers: 8 ft. long by 9 in. wide by 6 in. thick.

Price in Hongkong currency C.I.F. Whang-sha Railway Wharf, Canton.

Delivery to be completed at the end of February 1908. Tenders to be opened in the Railway Co.'s Head Office, Canton, MONDAY, the 14th October, 1907 at 2 p.m.

All Sleepers must be accompanied by a Government Certificate.

All Tenders must be accompanied with 500 Dollars.

The right to accept or reject any or all of the Tenders is reserved.

THE KWONGTUNG MERCANTILE ADVERTISEMENT OF THE YUET HAN RAILWAY CO., LTD.

Canton, 28th August, 1907. 1418

THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that the MITSUI BUSSAN KAISHA of Victoria, in the Colony of Hongkong, Merchants, have on the 18th day of June, 1907, and 22nd day of July, 1907, respectively, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following TRADE MARKS, viz.—

1. A representation of TWO CHILDREN playing with a BALL, at the top of the Picture are the Chinese characters 童球 meaning "CHILD AND BALL," and at the bottom the Chinese characters 三井 meaning "Mitsui."

2. The MITSUI BUSSAN KAISHA'S HOUSE MARK, viz. Three Horizontal Bars within a Diamond, having at the top thereof the Chinese characters 三井 meaning "Mitsui MARK" and underneath the words "MITSUI MARK" at the bottom are the words "MITSUI BUSSAN KAISHA."

in the name of the said MITSUI BUSSAN KAISHA who claim to be the Sole Proprietors thereof.

The Trade Marks are intended to be used by the Applicants in respect of the following goods, in the following class, viz.—

CLASS 43 IN RESPECT OF FLOUR.

A Facsimile of such TRADE MARKS can be seen at the Offices of the Colonial Secretary of Hongkong and also at the Offices of the undersigned.

Dated the 31st day of July, 1907.

HASTINGS & HASTINGS, Solicitors for the Applicants.

1176

THE SHANGHAI CLUB.

Issue of Taels 170,000 DEBENTURES bearing interest at Six per cent. per annum (part of a total authorized issue of Taels 450,000 DEBENTURES).

THE COMMITTEE of the SHANGHAI CLUB are prepared to receive applications for Taels 170,000 DEBENTURES bearing interest at Six per cent. per annum (part of a total authorized issue of Taels 450,000 DEBENTURES) in the 20th June and the 31st December in every year. The DEBENTURES will be issued at the rate of Tls. 96 per Tls. 100 DEBENTURES and will be redeemable at par at the end of twenty years.

The Security will consist of a first charge on the land belonging to the Club containing an area of about Three million Five hundred and Ninety acres, and is intended the Club's buildings and all the land and buildings of the Club will be vested in Trustees for the DEBENTURE HOLDERS.

Further particulars together with forms of application can be obtained on application to the SECRETARY of the Club. DEBENTURES will be issued for Tls. 1,000, Tls. 500, or Tls. 100, to suit convenience of applicants.

By Order of the Committee,

C. G. CLOSE, Secretary, Shanghai Club.

Hongkong, 6th August, 1907. 1305

INTIMATIONS

NOTICE.

HAVING admitted Mr. CROWTHER SMITH into Partnership the business of the Undersigned will be carried on under the style of "DALMADA & SMITH."

F. X. DALMADA & CASTRO.

Solicitors.

33, Queen's Road Central, 1433

BANCO NACIONAL ULTRAMARINO.

THE Agency of the above bank in Hongkong will from the 1st of September, 1907, be transferred to Messrs. ARRATON V. APGAR & CO. in the place and stead of Messrs. ROZARIO & Co.

Dated the 21st August, 1907.

O Gerente da Agencia

DO BANCO NACIONAL ULTRAMARINO,

JOAQUIM L. C. GOMES.

NOTICE.

BILLS for all Monies due by me should be presented to me on or before the 15th September, 1907. All outstanding accounts due to me, if not settled on or before the 15th September, 1907, will be passed into the hands of my Solicitors.

J. W. OSBORNE.

Hongkong, 15th July, 1907. 1181

A GRAND PROMENADE CONCERT

WILL BE HELD ON THE VOLUNTEER PARADE GROUND

On SATURDAY, the 14th instant at 9.15 p.m.

Tickets \$2, \$1 can be obtained from Messrs. KELLY & WALSH and from Volunteer Head Quarters.

Hongkong, 24th September, 1907. 1448

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG.

FOR DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;

ALSO RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

Price: \$1 CASH.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

PUBLIC COMPANIES

HONGKONG COTTON SPINNING, WEAVING & DYING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of Shareholders of the above Company will be held at the Office of the General Managers on SATURDAY, 14th September, at 12.30 p.m., for the purpose of receiving the Report of the Managing Committee and Statement of Accounts to 31st July, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 14th September, both days inclusive.

JARDINE, MATHESON & CO., LD., General Managers.

Hongkong, 2nd September, 1907. 1438

NOTICE.

NOTICE IS HEREBY GIVEN that a Scrip Certificate No. 9, marked Wong, bearing date the 27th March 1899, for Five Shares numbered 3443/3450 and registered in this Company in the name of HO POON-SHEK of Hongkong has been LOST and if at the expiration of Two Months from the date hereof the above document be not forthcoming, a New Scrip Certificate will be issued to the said Mr. Ho Poon-Shek and thereafter no other scrip will be acknowledged by this Company.

Dated the 12th day of August 1907.

THE TUNG ON FIRE INSURANCE COMPANY, LIMITED.

Tong Tze Sau, Secretary.

INSURANCES

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co., 28

Hongkong, 13th August 1906.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. 111

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1915 217,337,119.

AUTHORIZED CAPITAL—£2,000,000

RESERVE CAPITAL—£750,000

PAY-UP CAPITAL—£87,500

FIRE FUNDS—£3,386,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 27th April, 1907. 1431

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction.

FOR ACCOUNT OF THE CONCERNED, TO-DAY (FRIDAY),

AND TO-MORROW (SATURDAY), the 6th and 7th September, 1907, commencing each day at 2.30 p.m. at their Sales Rooms, No. 8, Des Vaux Road, Corner of Los House Street.

A LARGE ASSORTMENT OF JAPANESE CURIOS.

Comprising—CARVED BRASS BOWLS, VASES, INCENSE BURNERS, JAPANESE TEMPLE TORIJE, OLD BRONZE VASES, GONGS, IVORY CARVINGS, GOLD AND SILVER CLOISONNE, WARE, JARIS and MAKUDZU VASES, SILK-EMBROIDERED SCREENS, &c., &c.

Catalogues will be issued.

TERMS:—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 4th September, 1907. 1450

PUBLIC AUCTION.

THE Undersigned have received instructions from H.M.'s NAVAL STORE OFFICER, to sell by Public Auction,

On THURSDAY, the 12th September, 1907, at 11 a.m. at the Naval Yard.

THE FOLLOWING:—Single Screw Steam Tug "SOLENT,"

Length over all, 100 feet.

Breadth 17 1/2 feet.

Load Displacement 150 tons.

Built by Cox & Co., Falmouth, 1855.

Propelling Machinery—two sets of surface condensing compound engines.

Fitted with steam capstan and winch, crane derrick and steam trawling engines.

3 bladed gun-metal propeller, &c., &c.

This vessel to be sold as she now lies in the Naval Yard Camber.

The Admiralty will not be responsible for any errors in the foregoing description.

The vessel will be open to inspection for seven days before date of sale between 9 a.m. and noon (Saturday and Sunday excepted).

Inspecting orders can be obtained from the Auctioneers.

TERMS:—Cash before delivery; 25 per cent. of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within 7 days after date of sale.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 24th August, 1907. 1397

FOR SALE.

TO BE SOLD.

FOR the purpose of being broken up the steamer "GIRONDE" now in view at Saigon till the 15th October.

For Particulars please apply to the MESSAGERIES MARITIMES Office, Hongkong.

Hongkong, 5th September 1907. 1455

FOR SALE.

"KELLET CREST," THE PEAK.

A FIVE ROOMED BUNGALOW on Mount Kellett with four Bathrooms, two Drying Rooms, Tiled Kitchen, excellent Servants' Quarters, Chicken Houses, Garden, Tennis Lawn. All in first class condition. Peak view throughout. The house is sheltered from the North-East and has an uninterrupted view to the South-West, is cool, quiet and private.

Price \$25,000, of which part could remain on Mortgage at 7 per cent.

Apply to—W. J. SAUNDERS, Auctioneer.

Hongkong, 4th September, 1907. 1447

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 25 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 45,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply—

GEO. FENWICK & Co., Ltd.

Hongkong, 8th June, 1906. 1106

S. MOUTRIE
& CO., LTD.PIANOFORTE AND
MUSIC WAREHOUSE.

SOLE AGENTS

FOR

KACHEL, PLEYEL, ROSENKRANZ,
KEMMLER, HOEFF & HOEFF,
HOPKINSON, KOCH & KOCH,
SELT.

PRICES FROM \$100.

The Latest GRAMOPHONES & RECORDS
always in stock.

SOLE AGENTS for the

GRAMOPHONE AND TYPEWRITER
Co., Ltd.

S. MOUTRIE & CO., LTD.

York Building, Chater Road.

Hongkong, 13th April, 1907.

Abbey's
Effervescent SaltYour Stomach is the key to
your health.If you keep your Stomach
healthy, you are sure to be
well.If you use Abbey's Salt it
will keep your Stomach in
such perfect condition that
you simply can't help being
well.When your trouble comes
from the Stomach, Abbey's
Salt is the right thing to
take—don't forget that.Sold in two sizes by all Chemists and Stores,
and by Walbills, Ltd., and A. S. Watson,
144, Queen Victoria Street, London, E.C.

Do you Suffer?

FROM
HEADACHE
LOSS OF SLEEP
INDIGESTION
TORPID LIVER
BILIOUSNESSBeecham's
Pillswill quickly remove the cause of
these distressing complaints and
restore healthy action to every
organ. You will feel like a new
person after taking a few doses of
BEECHAM'S PILLS. They rid
the system of impurities, improve
the digestion, banish headache and
Give Positive ReliefIn all cases of CONSTIPATION,
BILIOUSNESS, INDIGESTION
and DISORDERED LIVER.The excellent results obtained by
the use of BEECHAM'S PILLS
have proved them worthy of the
confidence they enjoy. They have
helped thousands and recommend
themselves.Sold at all Drug Stores and by all
Medicine Vendors in China; in boxes,
price 9d., 1s., and 2s.THORNE'S
OLD VATTHIS VAT WAS STAMPED BY THE LATE ROBERT THORNE
OF GREENOCK AND HAS BEEN SOLD AS VAT SINCE 1851.

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA
A. S. WATSON & Co. Ltd.

1297

CHINESE JOSS PIDJIN.

FRIGHTENING AWAY THE CHOLERA DEMONS.
The Singapore Free Press of August, 28
reports:—A unique and most interesting ceremony
took place at the riska scollie depots in
Cahir Road, off Queen Street, yesterday afternoon.
A number of cases of cholera have
occurred in these depots lately, and several cases
in the immediate vicinity. The coolies and
towkays organised a grand festival for the
purpose of frightening away from Singapore
the cholera demons. About 25,000 were collected
among the towkays and coolies, and for the
past ten days, or so, quaint ceremonies have
been carried on. On three nights, processions
paraded the various streets. The coolies were
busy in the meantime building four model junks
to carry away the cholera fiends.

The celebrations were brought to a close
yesterday afternoon amidst much excitement,
and in view of several hundreds of Chinese.
The clans participating in the clearing out of
the demons were the Hockhews, Hookkias and
the Hongkaws. The ghost ships were made of
bamboo and paper and were really works of art.
They were cleverly made of various coloured
paper, and in shape were exactly like Chinese
junks. Two of the craft were about fifteen
feet in length and one, the smallest of the lot,
was over twenty feet long and broad in
proportion. The final ceremony commenced
at four o'clock. The three vessels were drawn
into the roadway, the two smaller ones were
carried and the large one was drawn on wheels.
The sails, made of yellow paper, were then
hoisted. The leading vessel had as a figure-head
a dragon with a flaming wide open
mouth. On tables placed near the ships were
candles, roast ducks, fowls, pigs, goats, fruit
and cakes. Numerous sheets of sacrificial paper
were burned and hundreds of crackers and
bombs were let off. About two scores riska
coolies were dressed as demons with grotesquely
painted faces. Some of their faces were red,
blue, black, green and yellow, and were streaked
with white. They were armed with spears and
spiked clubs and many had horns fastened on to
their heads. They were a fierce looking lot and
formed a bodyguard for the fleet. One gigantic
Chinaman carried a huge wooden sword and
apparently represented an exorciser. Several
monks in grey robes were chanting prayers
round the "Joss." Inside the principal junk,
to the accompaniment of Chinese music.
Every few minutes they uttered loud drawn out
"oughs" in which they were joined by the
demoniacal bodyguard, while numerous other
Chinese blew bamboo-horns. It was a weird
spectacle.

Leading on one of the "joss" tables in the
roadway, was a stalwart coolie who appeared to
be in a trance. He was in a state of frenzy and
rolled his eyes till only the whites were visible. It
was explained that he was possessed by a spirit,
a god had entered into him. He gestured wildly
and was believed to be communing with the
spirits of the departed. Any one whose
friends or relations had died could converse
with them through him. He was certainly not
shamming. To the writer he appeared to be
mad, but a medical gentleman present said, in
his opinion, the man was in a trance. He went
on unceasingly and uninterruptedly.

The vessels were loaded up with paper money,
candles, crackers, fruit, and a rice. In the largest
junk were placed a white pup, a grey kitten, a
cock, a duck, a couple of white pigeons.
The monks then assembled in front of the
largest ship and chanted prayers, while the
bodyguard knelt down in the road. The head
monk picked up a sharp steel sword and fought
a duel with an unseen spirit. He worked him-
self into a state of frenzy, and the crowd of on-
lookers stepped back in awe. The monk then
picked up a cock, and holding it in his left hand
and the sword in his right, danced about and
gesticulated wildly. After some minutes he
put the weapon down and picked the cock's
comb with a finger nail. A drop of blood was
taken and was mixed with Chinese red ink. The
fowl was then put under a joss table and after
more incantations had been uttered, the high
priest mounted on a stool and dabbed the figure
head and other parts of the boat with the mixture.
He then returned to the joss table and
exhorted the demons to depart in the vessels.
The men demons raised pandemonium with their
yells of "ouh," bamboo horns and banging of
drums and clashing of cymbals. The spectators
dug in the noise. The Chief Sanitary Inspector
was present and seemed to be assisting in the
devil hunting. He expressed his desire of helping
in anything that would drive away the cholera.

These exhortations continued till six o'clock,
and a fourth and much smaller vessel then
made its appearance. It was apparently a
tender to the bigger craft. The chief monk
seized the small boat and carried it into the
depot. The idea was to take the demons out to
the fleet, but this apparently did not meet with
their approval. The little vessel tossed and
rocked, round the corner, but the devils would
not come out to the bigger ships. One priest
endeavoured to coax the tiny ship out by
means of bright papers on the end of a pole,
while another priest tried to drive it out with
a drawn sword. They sprang back when the
boat turned on them. The excitement was
great, and the "oughs" were deafening. Several
times the boat got as far as the entrance,
but returned again and careered wildly round
the room. After fully twenty minutes of
pitching and tossing, the boat was driven and
coaxed out. It careered round the fleet and

then dashed back to the depot again. Even-
tually, the devils were persuaded to leave the
depot and the tender made five stormy trips
to and from the big junk amidst the wildest
excitement. The devils were represented by
black, red, blue, green and yellow effigies and
they were all put on board at last. The tender
then took up a position at the head of the
procession and after manoeuvring about wildly
for some time started off in the direction of
Rochoer Canal Road. The other vessels and
the procession followed it with a rush, and
a huge roar went up from the assembled hun-
dreds. After a short mad, yelling rush, a stop was
made at a landing stage at the Rochoer river.
Hundreds of bombs and crackers were let off
and the gangs and demons were banged madly.
The men dressed as demons tore off their devil
clothes and washed their faces. The head monk
waved his sword in the direction of the river
and exhorted the devils to depart. The fleet
then set out on fire one by one. The tender
was burned first and the biggest ship last. The
flames roared and crackled and burst fiercely
and the ceremony was at an end. Our repre-
sentative, who was watching very carefully, did
not see the animals and birds taken out of this
big junk before she was set alight and blown
that they were burned to death. The towkays,
however, assured him that they were removed
before fire was put to the vessels. Perhaps,
they are afraid of inquiries by the police.

THE VOICE FROM THE COLUMB.

Anniversary of the Battle of the Nile, August 1, 1798.

Thunder looms over the Thames;
Warnings have come by the score,
Omen to her wide shore,
Lights as the flicker of flames
Or galls come up from the North
But lethargy heavily dwells
On river and dome and strand;
Cloud embanks the white pinnacles,
Lethargy pale as of spells
Mounts the grey citadel alone
And the drums and the bells
And leaving a nation unmanned
If we have sentinels
Where do the sentinels stand?
One I see watching alone,
And he is a figure of stone.

Stationed aloft in the sky
Does he see in this van of the storm,
This cloud-wreck lurid and riven,
His old line of battleships form,
His own great Victory, even—
Their spars with sea-deeps aswarm
Sailing as each goes by,
Arms and faint voices upheaven
Their captives all-during eyes
Ah! he that watches alone
Channel and Kanish strand
Is a sentinel only of stone!
God, that your stone would command

At the post he will not quit
Round him the sunset runs
Sulphurous, like smoke of guns;
As he stood when he was lit
He stands, with empty sleeve upstirred
And eye like a blinded rifle-pit
Still on the harbour opposite;
The cold star on his bosom lit
By the light of foundered suns.

Speak! for the hour grows late,
Great spirit that we have lost!
What see you across the Strait
Your squadrons so often crossed?
"I see yonder nations charged
Since the day of Trafalgar.
They are not as we are:
Each is a mortal foe,
Self-disciplined, self-avenged,
Steadfast when threatened most,
I see them from coast to coast
At the destined and dangerous hour
Moving upon one plan,
A post for every man
And every man to his post.

"They are not as we are,
They, accounting loss as gain,
Are enrolled, trained, ready to die
For the home-land, hill or plain,
Where first they saw the sky;
An honour which you, true Englishmen,
Evade, to sell and buy
Why should you, who are by proxy men,
Serve yourselves, when you can hire?
When your London is a-loot,
And your Westminster on fire;
When your insulted weak complaint
Huddled round this column's foot,
You, you will feel no stain.
So are the nations changed
Since the day of Trafalgar!
What we have been, they are,
And (best low, muffled drum!)
What they were, we have become.

"Therefore I stand and pray,
I stand and utter stone,
A hymn through my lips of stone,
And these are the words I say:
"O Disaster, woe! and grief,
Terror and mournfulness dire,

Since nothing but (by stern brow
Diastor, can save this house,
Sink and degenerate—
Knock thou at the slumberous gate
Of this mine own people and State
With famine and steel and fire!
Come, thou of the desperate star,
Who knowest that while Man shall care
For riches more than his life,
So long shall the Earth see war,
And that only shall he keep pace
Who for just was prepared.
That even to guard human brotherhood
All shall need fortitude,
Come! And if war must be borne
Make thou equal the shares
Of brute that each man bears!
Nought but thy terror and pain
Can here bring to life again
The spirit whom trumpet cries
All to an assassin!
And valour that makes us men."
Henceforth, Trench, is the Tim.

NAVAL NOTES.

The *Globe* of July 30th says:—
Although Rear-Admiral Sir Percy Scott is no
longer Inspector of Target Practice, he con-
tinues to take the liveliest interest in gunnery,
as is shown by a return of the test of gunlayers
up to July 11, which has been placed on the
sides board of the "Good Hope," flagship of
the First Cruiser Squadron. No more fitting
inauguration could have been made by Sir
Percy Scott of his command of the cruiser divi-
sion of the Channel Fleet than the preparation
of this tabulated statement, which means that
gunnery interest is to be kept alive by statisti-
cal comparisons, in addition to the annual
return which is issued as a Blue-book at the
close of the year's practice. When the present
statement was compiled the number of merit of
foots and squadrons was as follows:—

Points.	First Ship.
China	52-23—King Alfred
Mediteranean	46-80—Prince of Wales
Atlantic	45-34—Abdulla
Rome Fleet	37-74—Victoria
1st Cruiser Squadron	34-46—Duke of Edinburgh
Australia	35-66—Powerful
Channel	34-45—Green
3rd Cruiser Squadron	35-41—Barclay

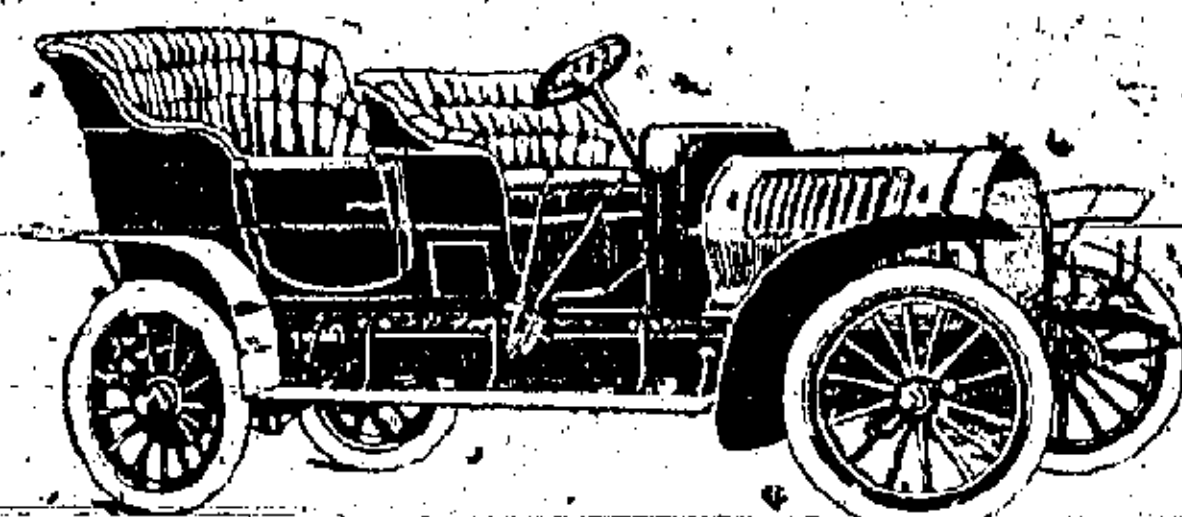
An instructive feature of the statement is a
diagram showing the advance in gunnery during
the last ten years. In 1897 the percentage of
hits to rounds was 31.58; in 1899 it dropped to
31.1, after which an improvement commenced,
and was steadily maintained until in 1903 the
percentage reached 46.04; in 1905 it stood at
56.53; while this year, up to the middle of July,
it had risen to 81.49. Taking the same period
again, it is found that whereas in 1897 the
excess of misses over hits was 2,337, the position
is now reversed by an excess of hits over misses
to the extent of 3,300. This is the greatest
tribute that could be paid to the skill of naval
gunners, and this reversal of the old order of
things is made very remarkable by the fact that
in 1897 the number of ships that fired was 109,
and the number of guns 816, compared with 60
ships and 742 guns up to July 14.

The mail to land this week from China
enables us to supplement with some important
details the above-mentioned return. These
additional particulars justify the expectation
that when the year's results are complete the
China Squadron will still hold the place of honour
which it occupied when the half-yearly state-
ment was compiled. The splendid example set
by the "King Alfred," a ship of Vice-Admiral
Sir A. W. Moore, in making 15 hits out of 19
rounds from a 9.2-inch gun, has been well fol-
lowed up by the "Astraea" and "Flora." The
former of these, from her 6-inch and 4.7-inch
guns fired 94 rounds and made 88 hits on the
target, of which 47 were "bulls"; the best
scores being made with a pair of 6-inch guns,
from which 15 rounds were fired, with 15 hits,
11 being bulls. The "Flora," from two 6-inch
guns, fired 15 rounds and made 16 hits, of which
nine were bulls; and from eight 4.7-inch
weapons she got off 66 rounds, with 59 hits, 25
being bulls. Throughout the 82 rounds fired,
the "Flora's" gunners only missed the target
seven times. Judging from the excellent
results already attained, there is every expecta-
tion that the firing for 1907 will show a still
further improvement on the records made last
year, with practically every type of gun.

AN EXTRAVAGANT GIFT.

Hard as adamant is the diamond, indeed
diamond is but a shortened form of adamant—
diamond, the unadorned, because nothing but
the diamond can cut the diamond. A crystallised
form of carbon, capable of conversion into a bit
of charcoal, with which in composition it is
identical, the diamond nevertheless has played a
great part in the pagan and criminal history
of the world, particularly the larger specimens.
When cut a polished diamond of one carat (4
grains) is worth about £40; but as the value
increases rapidly with the size, up to 20
carats, the value is roughly assessed by
squaring the weight in carats and multiply-
ing by £40, so that a fifteen-carat diamond
should be worth about £9,000. Above 20

carats the value increases at a much more rapid
rate. The Koh-I-Nor (102 carats) is valued at
£3,900,000. The biggest diamond in the world,
the Cullinan, which the Transvaal Government
purchased and presented to King Edward
weighs 3,104 carats, or 13 1/2 lbs. in the rough uncut
state, and is about as big as a four lb iron
weight. A diagram of the new diamond and
the Koh-I-Nor shows the historic gem about as
big as a walnut, and the Cullinan as big as a
highborn lady's fist. Or to descend to figures,
4 inches long, 2 1/2 inches high and 1 1/2 inches
in depth. As it is free from defects
an interesting problem arises as to the ap-
proximate value. The only estimate we are
able to come across, in an American paper,
Mr. Katz, and he would put place value on the
big diamond, but he did not dispute the value of
a million sterling said to be placed upon it. So
much depends on the colour and brilliancy. For
instance the Hope Diamond is blue-white, and
it only weighs 41 grains, but has the price of
£25,000 put on it. In these enormously large
diamonds, however, the market is limited, for
very few people can afford to look up half a
million sterling in a gem that can be so easily
stolen and concealed. On the other hand big
diamonds are always valuable, for they will cut
up into many smaller gems, and fetch very
nearly their total value. This was the fate of
the Syndicate diamond, found in Dr. Bova's
few years ago, and weighing uncut 66 grains.
All these monsters lost much in the cutting.
The Koh-I-Nor was whittled down from 790
carats when found, to 186, and subsequently to
102 1/2 carats. The Regent was down from 289
to 136. The Star of South Africa from 238 to
183. A big black diamond found in Brazil
weighed 3,012 carats, but it was cut up and used
for diamond drills. Except this, the new
Cullinan is three times bigger than any other
diamond yet discovered. It might lose from 40
to 60 per cent in weight in the process, depend-
ing on the shape of the stone, but the outliers
would probably leave it as large as possible, so
that "as large as a girl's fist" will probably
describe the new gem being added to the Crown
jewels of England.—Singapore Free Press.



TO INTENDING MOTORISTS.

MOTOR CARS AT TRADE PRICES.

GENTLEMEN in the Far East who may desire to purchase Cars
for their own use are offered a unique opportunity to do so on
most favourable terms. Where no Agency exists for the sale of the
SPYKER CAR, individual purchasers will be allowed the trade
discount on their own Car in the first and upon any future orders
which they may secure among their friends.

The SPYKER CAR which is now making the run from Peking to
Paris is adaptable to all countries and all roads. A single SPYKER
CAR in a locality is invariably the forerunner of others. The SPYKER
CAR is its own best advertisement.

Send for Catalogue of Particulars as to terms etc. to J. SPYKER,
Trompenburg Works, Amsterdam, Holland.

Hongkong, 23rd August, 1907.

MITSUI BUSSAN
KAISHA

(MITSUI & CO.)

IMPORT EXPORT AND COMMISSION MERCHANTS.
HONGKONG BRANCH—PRINCE'S BUILDINGS, 100 HONG STREET.
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HEAD OFFICE—1, SHIBUSAWA, TOKYO

OTHER BRANCHES.

London, New York, San Francisco, Hamburg, Calcutta, Bombay, Rangoon, Singapore, Bangkok,
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Chefoo, Tientsin, Newchwang, Tairen, Angung, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Maizuru, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino,
Sasebo, Miike, Hakodate, Sapporo, Taipei, Tainan, Ke.

Telegraphic Address: "MITSUI" (A. B. C. and A. J. Codes).

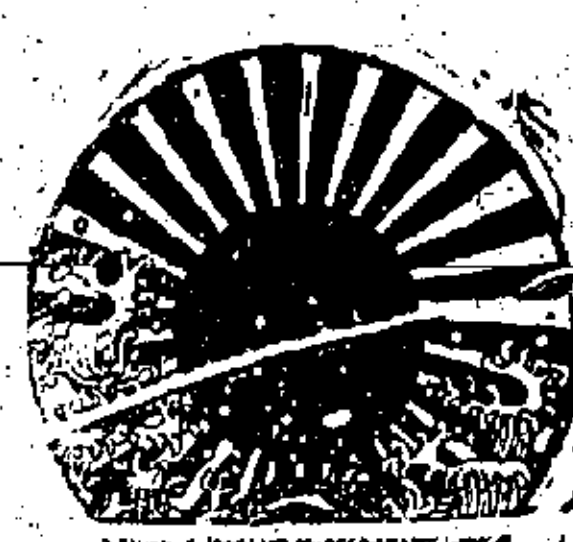
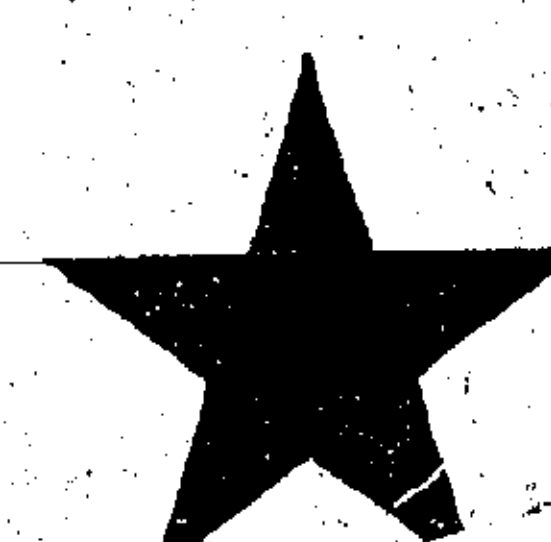
CONTRACTORS OF COAL to the Imperial Japanese Navy and Mint and Arsenal; the State
Railways; Principal Railway Companies; Industrial Works; and Home and Foreign Mail
and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamano and Ida Coal Mines and
SOLE AGENTS for Enjinetsu, Hokoku, Honda, Kanada, Mametsu, Ohnishi, Ohnoura,
Sasabara, Teikoku, Yoshio, Yanohara, and other Coals.

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Rice, Opium, Isinglass, Mushrooms, Sugar, Wax, Vermicelli, Sulphur, Hemp, Pear, Cornstarch,
Cigarettes, Matches, Paper, Hides, Leather, Belts, Teak & other Timber etc.

113

JAPANESE BEER.



"YEBISU"

"SAPPORO"

"ASAHI"

AND A NEW BRAND OF SPECIAL LIGHT BEER

"PEACE"

IDEAL AND WHOLESOME.

Each Brand has obtained the highest AWARD at International Exhibitions.
The largest distillery in the whole of Japan. Quality speaks for itself.
PRICE EXCEEDINGLY MODERATE.

THE MITSUI BUSSAN KAISHA,
SOLE AGENTS.

Hongkong, 12th August, 1907.

1329

OVER THE BAR ASK FOR



WATSON'S NO. 10 WHISKY

The accredited Agents in
Hong-Kong for Watson's Dundee
Whisky No. 10 are Watkin's
Ltd., Apothecaries Hall.

MAKE NO MISTAKE ABOUT IT.

SHIPPING.

ARRIVALS.
 CHIPPING, British str., 1,199, P. Mooney, 5th Sept.—Tientsin 29th and Chefoo 31st Aug.
 General—Jardine, Matheson & Co.
 CHOYANG, British str., 5th Sept.—Canton.
 JACOB DIEDERICHSEN, German str., 123, Ulders, 4th Sept.—Banan River 29th Aug.
 Ballast—Jensen & Co.
 JAPAN, British str., 3,805, J. G. Oliffert, 5th Sept.—Moi 1st Sept. Coal and General—David Sassoon & Co.
 JOSEPH MALU, Japanese str., 502, H. S. Smith, 5th Sept.—Tientsin 1st Sept. General—Osaka Shosen Kaisha.
 MAROKA, British str., 5,239, G. H. C. Weston, 5th Sept.—Kobe 4th Aug. General—Mails and General—P. & O. S. N. Co.
 PALERMAN, Dutch str., 4th Sept.—Canton.
 SAMA, British str., 983, C. S. Angster, 5th Sept.—Shanghai 2nd Sept.—Molokai.
 TSINAN, British str., 2,340, C. Lindbergh, 4th Sept.—Kobe 4th Aug. General—Butterfield & Swire.

CLEARANCES
 At the Harbour Master's Office.
 5th September.
 Chipping, British str., for Canton.
 Dolphin, German str., for Kuchinotzu.
 Delta, British str., for Shanghai.
 Fooking, British str., for Chefoo.
 Fooking, British str., for Sourabaya.
 Habab, German str., for Sourabaya.
 Hainan, British str., for Sourabaya.
 Pera, British str., for Shanghai.
 Standard, Norwegian str., for Saigon.

DEPARTURES.
 5th September.
 CHILL, British str., for Hoihow.
 CHUYEN, Chinese str., for Canton.
 HICHOH, British str., for Canton.
 MENELAU, German str., for Shanghai.
 TANGKAT, British str., for Saigon.
 TANGKAT, British str., for Saigon.
 TANGKAT, British str., for Saigon.
 TANGKAT, British str., for Saigon.
 TANGKAT, British str., for Saigon.
 TANGKAT, British str., for Saigon.

SHIPPING REPORTS.
 The British str. Siam reports: Strong Northerly and N. E. winds, overcast sky with heavy sea in Northern Bay.
 The British str. Tientsin reports: Left Kobe, on the 29th ult. called at Kuchinotzu to bunker on the 31st and continued thence to Hongkong direct the same day. Fine weather throughout with moderate to fresh Northerly winds.
 The British str. Chipping reports: Chefoo to Int. 32 deg. N light variable wind and fine weather, lat. 32 deg. N to Lamook, fresh N. E. wind and rough sea, cloudy and fine. Lamook to Port, moderate N. E. to N. wind and moderate sea, cloudy and fine.

VESSELS IN DOCK.
 September 5th.
 AMSTERDAM DOCK—Hulu.
 KOWLOON DOCK—Hercules, H.M.S. Flora, Tientsin, Dragon, H.M.S. Cho. Pouchet, Cosmopolitan Dock—

VESSELS ON THE BERTH
 FOR SHANGHAI, YOKOHAMA, KOBE AND MOI.

THE Steamship.
 "GREGORY APCAR."
 Captain S. H. Bolton, will be despatched for the above Ports TO-DAY, the 6th Sept., 4 P.M.
 This Steamer has superior accommodation for Passengers, is installed throughout with Electric Light, and carries a duly certified Doctor.

For Freight or Passage, apply to—
 DAVID SASSOON & Co., Ltd.
 Agents.
 Hongkong, 3rd September, 1907. 143

THE Steamship.
 "VINE BRANCH."
 will be despatched as above on or about 10th September.
 For Freight and further particulars, apply to
 DODWELL & CO., LTD.
 Agents.
 Hongkong, 7th August, 1907. 1303

NAVIGAZIONE GENERALE ITALIANA.
 (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to Aden, Suez, Port Said, Messina, Naples, Livorno and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to CALLAO.
 (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship.
 "ISCHIA."
 Captain Disti, will be despatched as above on or about WEDNESDAY, the 11th Sept., at Noon.
 At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & Co., Agents.
 Hongkong, 30th August, 1907. 4

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, and PORT SAID.
 Taking Cargo at through rates to the BRAZIL, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship.
 "VORWAERTS."
 Captain B. B. B. will be despatched as above on or about FRIDAY, the 20th September.
 This Steamer has splendid accommodation for passengers, electric light, and carries a doctor and stewardess.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & Co., Agents.
 Hongkong, 31st August, 1907. 3

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	MAROKA	Brit. str.	—	G. H. C. Weston, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
MARSEILLES & COPENHAGEN	CEYLON	Brit. str.	—	G. W. Babet	P. & O. S. N. Co.	About 11th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	TRANQUEBAR	Dan. str.	—	Laucelin	MESSAGERIES MARITIMES	On 17th inst., at 1 P.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	SLAVONIA	Ger. str.	k.w.	Wunnenberg	MELCHERS & Co.	On 17th inst.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	REHMANIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 22nd inst.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	P. E. FRIEDRICH	Ger. str.	k.w.	H. H. H.	HAMBURG-AMERIKA LINIE	On 19th October.
TRIESTE, &c., via SINGAPORE, &c.	HOHENSTAUFEN	Ger. str.	k.w.	E. Malchow	MELCHERS & Co.	On 22nd October.
NEW YORK	VORWAERTS	Aus. str.	k.w.	B. Bednarz	HAMBURG-AMERIKA LINIE	On 11th inst., at Noon.
BOSTON & NEW YORK	KOSCIUSKO	Rus. str.	—	—	SANDER, WIELER & Co.	On 30th October.
VANCOUVER VIA SHANGHAI JAPAN, &c.	SATSUMA	Brit. str.	—	—	DODWELL & Co., Ltd.	About 20th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	GRAYE	Brit. str.	—	—	DODWELL & Co., Ltd.	Middle of October.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	TARTAR	Brit. str.	2m	—	DODWELL & Co., Ltd.	To-morrow.
AUSTRALIAN PORTS VIA JAPAN	EMPEROR OF CHINA	Brit. str.	1m	—	CANADIAN PACIFIC R. Co.	On 14th inst.
AUSTRALIAN PORTS VIA JAPAN	TRENTON	Am. str.	—	—	CANADIAN PACIFIC R. Co.	On 11th inst., at Noon.
AUSTRALIAN PORTS VIA JAPAN	KASATO MARU	Jap. str.	—	T. W. Garlick	DODWELL & Co., Ltd.	On 12th inst., at 4 P.M.
AUSTRALIAN PORTS VIA JAPAN	TSINAN	Brit. str.	—	W. C. T. S. Palmer	TOYO KISEN KAISHA	On 12th inst.
AUSTRALIAN PORTS VIA JAPAN	IMPERIAL	Ger. str.	1m	C. Lindbergh	BUTTERFIELD & SWIRE	Middle of October.
VLADIVOSTOCK	ALDENHAM	Brit. str.	—	D. Leuz	MELCHERS & Co.	To-morrow, at 4 P.M.
YOKOHAMA AND KOBE	VINE BRANCH	Brit. str.	—	St. John George	GIBB, LIVINGSTON & Co.	On 12th inst., at Noon.
YOKOHAMA AND KOBE	CHINGTU	Brit. str.	1m	W. B. Brown	DODWELL & Co., Ltd.	About 10th inst.
YOKOHAMA AND KOBE	INDIAN	Dan. str.	—	W. von Senden	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
YOKOHAMA AND KOBE	PLINZ WALDEMAR	Ger. str.	—	H. Koops	MELCHERS & Co.	About 18th October.
YOKOHAMA AND KOBE	TIKINI	Dan. str.	—	F. Mooney	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
YOKOHAMA AND KOBE	CHIPPING	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	To-morrow, at 4 P.M.
YOKOHAMA AND KOBE	KOWLOON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 19th inst., at 4 P.M.
YOKOHAMA AND KOBE	KWANG	Brit. str.	—	—	P. & O. S. N. Co.	About 6th inst.
YOKOHAMA AND KOBE	PERA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
YOKOHAMA AND KOBE	CHOYANG	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	On 8th inst., at 9 A.M.
YOKOHAMA AND KOBE	SOBU MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	About 10th inst.
YOKOHAMA AND KOBE	GOREN	Ger. str.	—	—	OSAKA SHOSHEN KAISHA	To-day, at 4 P.M.
YOKOHAMA AND KOBE	GREGORY APCAR	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	On 14th inst.
YOKOHAMA AND KOBE	SURVIA	Ger. str.	k.w.	Selmer	HAMBURG-AMERIKA LINIE	On 26th inst.
YOKOHAMA AND KOBE	DESGAVIA	Ger. str.	k.w.	Girstenbrun	HAMBURG-AMERIKA LINIE	To-morrow, at 4 P.M.
YOKOHAMA AND KOBE	TOCHON	Brit. str.	—	J. H. Brown	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
YOKOHAMA AND KOBE	FRITZ	Nor. str.	—	O. Anderson	OSAKA SHOSHEN KAISHA	On 5th inst., at 10 A.M.
YOKOHAMA AND KOBE	JOSEPH MARU	Jap. str.	—	H. S. Smith	OSAKA SHOSHEN KAISHA	To-day, at 4 P.M.
YOKOHAMA AND KOBE	HAIMU	Brit. str.	2h	A. J. Robson	DOUGLAS LAFFRAK & Co.	To-morrow.
YOKOHAMA AND KOBE	HICHOH	Brit. str.	1m	E. Forsyth	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
YOKOHAMA AND KOBE	KUANG	Brit. str.	1m	H. A. Warrell	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
YOKOHAMA AND KOBE	SHAOHSING	Brit. str.	1m	L. D. Northcote	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
YOKOHAMA AND KOBE	HUPEN	Brit. str.	1m	T. Meyrick	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
YOKOHAMA AND KOBE	YUENSANG	Brit. str.	—	A. Fraser	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
YOKOHAMA AND KOBE	ZAKHO	Brit. str.	—	A. W. Outerbridge	SHEWAN, TOMES & Co.	On 10th inst., at 4 P.M.
YOKOHAMA AND KOBE	TAMING	Brit. str.	1m	R. Almond	SHEWAN, TOMES & Co.	On 14th inst., at 4 P.M.
YOKOHAMA AND KOBE	RUBI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst., at Noon.
YOKOHAMA AND KOBE	SINGKANG	Brit. str.	—	—	CARLOWITZ & Co.	On 13th inst., at Noon.
YOKOHAMA AND KOBE	YENINGO MARU	Ital. str.	—	Dini	OSAKA SHOSHEN KAISHA	On 13th inst., at Noon.
YOKOHAMA AND KOBE	YENINGO MARU	Jap. str.	—	N. Kobayashi	OSAKA SHOSHEN KAISHA	On 13th inst., at Noon.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 FOR MANILA
 SHANGHAI VIA SWATOW
 TIENTSIN
 "YUENSANG" Friday, 6th Sept., 4 P.M.
 "CHOYANG" Saturday, 7th Sept., 4 P.M.
 "CHIPPING" Saturday, 7th Sept., 4 P.M.
 REDUCED FARES TO STRAITS AND CALCUTTA.
 Hongkong to Singapore 1st Class, Single 85, Return 160
 Penang " " " 85, " 160
 Calcutta " " " 165, " 330
 These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
 For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
 Hongkong, 6th September, 1907. GENERAL MANAGERS. 18

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 7th September.
RUBI	2540	R. W. Almond	Manila	On 14th September.

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGER.
 Hongkong, 26th August, 1907. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

For freight and further information apply to
 SHEWAN TOMES & CO.,
 GENERAL AGENTS.
 Hongkong, 3rd September, 1907. 16

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE and COPENHAGEN	TRANQUEBAR	On 17th September.
YOKOHAMA and KOBE	INDIEN	On 24th September.

For Further Particulars, apply to
 MELCHERS & CO.,
 Agents.
 Hongkong, 4th September, 1907. 9

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA

VIA
 MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain	Sailing Date
TREMONT	9,606	T. W. Garlick	On 12th September.
SUVERIC	6,235	W. Shotton	On 1st October.
KUMERIC	6,232	D. Baird	On 15th October.
SHAWMUT	9,606	E. V. Roberts	On 6th November.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior accommodation for First and Second Class Passengers. The large size of these vessels ensures vastness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 3rd September, 1907. 7

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers, "REHMANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are staterooms and fitted with fans. Laundry on board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILEZIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

HOHENSTAUFEN	1st October
SILEZIA	2nd November

HOMEWARD.

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE & HAMBURG.

HABSBURG	4th September
REHMANIA	2nd October
HOHENSTAUFEN	30th October

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:
 SUEVIA FOR SHANGHAI, KOBE & YOKOHAMA 14th Sept.
 BRISGAVIA FOR SHANGHAI, KOBE & YOKOHAMA 26th Sept.
 HOHENSTAUFEN FOR SHANGHAI, KOBE & YOKOHAMA 1st Oct.
 SENEGAMBIA FOR SHANGHAI, KOBE & YOKOHAMA 15th Oct.

NEXT SAILINGS HOMEWARD:
 VIA STRAITS, COLOMBO AND ADEN.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and Baltic Ports, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

SLAVONIA HAVRE & HAMBURG 22nd Sept.
 REHMANIA NAPLES, PLYMOUTH, HAVRE & HAMBURG 2nd Oct.
 BELGRAVIA HAVRE & HAMBURG 19th Oct.
 HOHENSTAUFEN NAPLES, PLYMOUTH, HAVRE & HAMBURG 30th Oct.
 * Special attention of intending Passengers is drawn to the splendid accommodation of this Doctor and stewardess carried. Laundry on board.

COAST SERVICE.

KOWLOON FOR TSINGTAO, NAGASAKI & VLADIVOSTOCK 9th September.
 Freight and Passengers.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MARMORA."
 Capt. G. H. C. Weston, R.N.R., carrying His Majesty's Mail, will be despatched from this for Bombay &c. on SATURDAY the 7th September, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "INDIA," 8,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "MARMORA," due in London on 19th October, 1907. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 26th August, 1907. 1

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK
 S.S. "SATSUMA" 7th Sept.
 FOR BOSTON AND NEW YORK
 S.S. "GHAEZE" 15th Sept.
 S.S. "SIKH" 15th Oct.
 For Freight and further information, apply to
 DODWELL & CO., LTD.,
 Agents.
 Hongkong, 22nd August, 1907. 1236-1254.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, SOYOT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"TOURANE"
 Captain Laucelin, will be despatched for MARSEILLES, on TUESDAY, the 17th September, at 1 P.M.

This Steamer connects at Colombo with the Australian line of "Armand Behin," bound for Marseilles via BOMBAY and Aden.

Passage tickets and through bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:
 S.S. "AUSTRALIEN" 1st Oct.
 S.S. "NEIRA" 15th Oct.
 S.S. "YARA" 29th Oct.
 S.S. "ERNEST SIMONS" 12th Nov.
 S.S. "TONKIN" 26th Nov.
 S.S. "POLYNESIE" 10th Dec.
 G. DE CHAMBEAUX,
 Agent.
 Hongkong, 4th September, 1907. 2

THE RUSSIAN VOLUNTEER FLEET

For ODESSA:

THE Steamship
 "KOSTROMA,"
 will be ready to load here as above Middle of October.

For Freight, apply to
 MELCHERS & CO.,
 Agents.
 Hongkong, 30th August, 1907. 1420

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO AND IQUIQUE, VIA JAPAN PORTS (Kobe and Yokohama).

With option to Call at Mexican and other Coast Ports.

Steamers Tons About
 "KASATO MARU" 6,300 Mid. of Oct.
 "KATHARINE PARK" 6,000 End of Nov.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager.
 Yok Building.
 Hongkong, 3rd September, 1907. 10

BETTER THAN COPAIBA

MATICO

GRIMAULT & CO. CHEMISTS, PARIS

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of Acute and Chronic Discharges. The Capsules, unlike Copiba, do not cause eruptions on the skin or produce nausea.

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, KOBE, PERA and YOKOHAMA	Capt. W. W. Cooke, R.N.R.	About 6th Sept.	Freight only.
LONDON via Suez Ports	MARMORA	Noon, 7th Sept.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE	CEYLON	About 11th Sept.	Freight and Passage.
PENANG, COLOMBO, and PORT SAID	Capt. G. W. Dainton		

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 5th September, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	YOHOW	On 7th Sept., 4 P.M.
SWATOW, WEIHAU, CHEFOO and NEWCHANG	HUICHOW	On 7th Sept., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAITNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 7th Sept., 4 P.M.
HOIHOW and HAIPHONG	"HUPEH"	On 9th Sept., 11 A.M.
MANILA	"TAMING"	On 10th Sept., 4 P.M.
YOKOHAMA and KOBE	"CHINGTU"	On 10th Sept., 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 14th Sept., 4 P.M.
SWATOW and SHANGHAI	"KIUKIANG"	On 15th Sept., 4 P.M.
CHEFOO and NEWCHANG	"SHAOHSING"	On 17th Sept., 4 P.M.
	"KWEIYANG"	On 19th Sept., 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australasian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

Hankow, 6th September, 1907.

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REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMUI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 8th Sept., at 10 A.M.
† SHANGHAI VIA SWATOW	"SOSHU MARU"	SUNDAY, 8th Sept., at 9 A.M.
AMOI AND FOCHOW	Capt. T. SURUGA	
SINGAPORE AND CALCUTTA	"YERIMO MARU"	FRIDAY, 13th Sept., at Noon
	Capt. N. KOBAYASHI	
THE CHARTERED STEAMER		
FOCHOW VIA SWATOW	"FRITHOF"	FRIDAY, 6th Sept., at 10 A.M.
AND AMOI	Capt. O. ANDERSON	

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 6th September, 1907.

T. ARIMA, Manager.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	Second half of Aug.	JAVA PORTS	First half of Sept.
TJIPANAS	JAPAN	First half of Sept.	JAVA PORTS	First half of Sept.
TJIKINI	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJILATJAP	JAPAN	Second half of Sept.	JAVA PORTS	First half of Oct.
TJILIWONG	JAPAN	Second half of Sept.	JAVA PORTS	Second half of Oct.
TJIMAH	JAPAN	Second half of Oct.	JAVA PORTS	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 27th August, 1907.

Telephone No. 375.

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PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

STEAMER	TONS REG.	ON	DATE
"BURLOW"	8,000	ON	MARCH 11TH.
Capt. FORMES			
"PRINZ LUDWIG"	9,630	ON	MARCH 25TH.
Capt. VON BIRZER			
"PRINZESS ALICE"	10,911	ON	APRIL 8TH.
Capt. POLACK			

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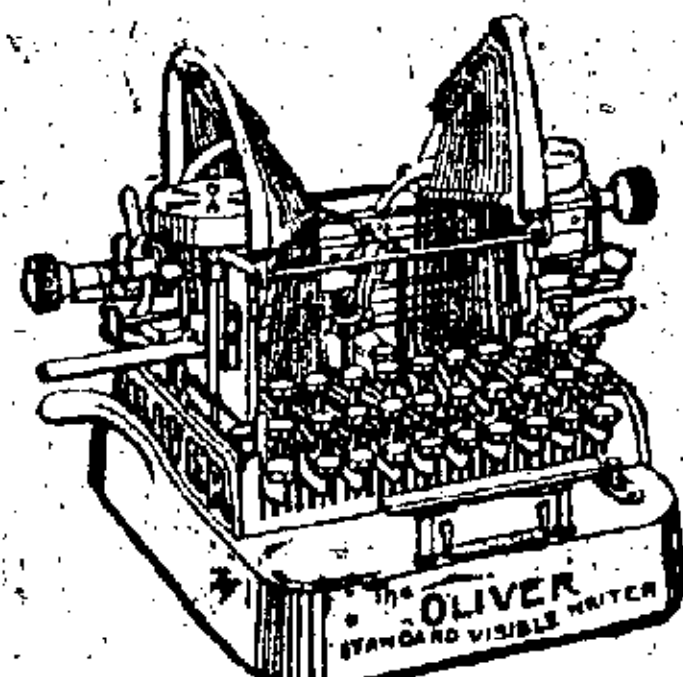
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MELOHERS & CO.,

Hongkong, 19th August, 1907.

General Agents.

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Hongkong, 24th July, 1906.

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SHIPPING IN PORT.

STEAMERS.

ALDENHAM, British str., 4,000, St. John George, 3rd Sept.—Melbourne 10th Aug. via Gelong 28th, General—Gibb, Livingston & Co.	AMIGO, German str., 822, Baltzer, 3rd Sept.—Haiphong 29th Aug. and Hoihow 2nd Sept., General—Jensen & Co.	AMOI, German str., 683, H. Plambek, 2nd Sept.—Qin Hou and Tientsin 30th Aug. General—Sander, Weller & Co.	ASCOT, British schooner, 2,700, John B. Booth, 25th Aug.—Kutchinotou 19th August, General—Dodwell & Co.	CHINA, American str., 3,181, J. F. Robinson, 28th Aug.—San Francisco 1st August, Mail and General—P. M. S. S. Co.	CHUYEN, Chinese str., 1,177, C. Stewart, 4th September—Shanghai 31st September, General—Chinese.	CHOYANG, British str., 1,421, A. E. Sandbach, 1st Sept.—Shanghai 28th via Swatow 31st Aug., General—Jardine, Matheson & Co.	CLARA, German str., 1,193, J. Jens Jensen, 25th August—Java 15th August, Sugar—Jensen & Co.	COURFIELD, British str., 4,517, John Wise- man, 2nd Sept.—Kuchinotou 28th August, Coal—Mitsui Bussan Kaisha.	DAPHNE, German str., 1,947, Schipper, 24th August—Guaymas 23rd July, Bilbao— China Commercial S.S. Co.	DELTA, British str., 4,751, C. L. Daniel, 4th Sept.—Singapore 31st August, Mails and General—P. & O. S. N. & Co.	EMPEROR OF CHINA, British str., 3,000, A. H. Reed, 25th Aug.—Vancouver 6th Aug. Mails and General—C.P.R. Co.	FOOSHING, British str., 2,150, Arthur, 30th August—Mojito 25th August, Coal— Jardine, Matheson & Co.	FORESTDALE, British str., 2,283, 29th August —Java 20th August, Sugar—Butterfield & Swire.	FRIEDHOFF, Norwegian str., 891, Olaf Andersen, 3rd Sept.—Swatow 2nd Sept., General— Osaka Shosen Kaisha.	FUKURA MARU, Japanese str., 1,997, Sakamoto, 3rd September—Mojito 29th August, Coal— Mitsui Bussan Kaisha.	GERMANIA, German str., 1,090, H. Fligel, 28th Aug.—Sydney 12th Aug., Copra—Siemssen & Co.	GREGORY APCAR, British str., 2,861, E. H. Belson, 3rd Sept.—Calcutta 17th August, General—David Sassoon & Co.	HABSBURG, German str., 4,000, M. Filler, 4th September—Japan and Shanghai 1st Sept. General—Hamburg-Amerika Linie.	HAMUN, British str., 636, A. J. Robson, 4th Sept.—Poochow 1st, Amoy 2nd and Swatow 3rd Sept., General—Douglas, Lapraik & Co.	HUICHOW, British str., 1,217, E. Forsyth, 4th September—Swatow 3rd Sept., General— Butterfield & Swire.	ISCHIA, Italian str., 4,282, Dini Francesco, 4th Sept.—Bombay and Singapore 29th Aug. General—Carlson & Co.	KUMANO MARU, Japanese str., 3,147, N. Matheson, 4th September—Yokohama 28th Aug., General—Nippon Yusen Kaisha.	MANCHURIA, American str., 8,750, J. W. Saunders, 4th September—San Francisco 8th August, Mails and General—Pacific Mail S.S. Co.	NORD, British str., 1,160, Prynn, 22nd Aug.— Singapore 15th August, Oil—McBain.	NORD, Norwegian str., 730, G. Haraldsen, 28th Aug.—Saigon 22nd Aug., Rice and Paddy —Wallem & Co.	ORLAND, Norwegian str., 917, T. A. Lia, 31st August—Mojito 25th August, General— Wallem & Co.	PALEMBANG, Dutch str., 1,119, N. J. Dalmeyer, 2nd Sept.—Polo Sambo 26th August, Oil in Bulk—Order.	PERA, British str., 4,916, W. W. Cooke, R.N.R., 4th Sept.—Antwerp and Singapore 30th Aug., General—P. & O. S. N. Co.	PERANANG, German str., 1,021, E. Bocking, 3rd Sept.—Bangkok 24th Aug. and Swatow 2nd Sept., Timber and Rice—Butterfield & Swire.	PHU YEN, French str., 1,293, Bonissou, 3rd Sept.—Saigon 30th Aug., Rice—Bradley & Co.	POWATAN, British str., 1,650, W. E. Turner, 3rd September—Salina Cruz 15th July, General—Dodwell & Co.	PROTEUS, Norwegian str., 1,014, Kolderup, 2nd September—Bangkok 24th August, Rice— Aagaard, Thoresen & Co.	RAJABUR, German str., 1,189, O. Kolb, 4th September—Kohschang 23rd and Bangkok 28th Aug., General—Butterfield & Swire.	RUBI, British str., 1,211, H. W. Almond, 2nd Sept.—Manila 31st August, General— Shewan, Tomes & Co.	SAMSEN, German str., 988, F. Schmitz, 1st September—Bangkok 23rd August, Rice and Wood—Butterfield & Swire.	SANDON HALL, British str., 3,293, I. M. Main, 24th August—New York 26th June, Case Oil—Standard Oil Co.	SIGNAL, German str., 907, Schlaikier, 25th Aug.—Deli via Swatow 25th Aug., General —Jensen & Co.	SOLSTAD, Norwegian str., 897, N. Bjarnsgaard, 25th August—Saigon 20th Aug., Rice & Flour—Aagaard, Thoresen & Co.	SOSHU MARU, Japanese str., 1,805, Yamamoto, 4th Sept.—Shanghai 29th Aug. General— Osaka Shosen Kaisha.	STANDARD, Norwegian str., 804, H. N. Bull, 29th August—Saigon 24th Aug., Rice— Aagaard, Thoresen & Co.	SUISAN, British str., 1,785, W. D. Welsh, 4th September—Saigon 3rd Sept., General— Jardine, Matheson & Co.	TAISHAN, British str., 1,214, J. T. Laine, 2nd September—Saigon 29th August, Rice— Bradley & Co.	TAIYUEN, Chinese str., 1,216, R. Stephen, 1st Sept.—Shanghai 29th August, General— Chinese.	TAMU MARU, Japanese str., 2,802, C. H. Butler, 4th September—London 27th July General—Nippon Yusen Kaisha.	TARTAR, British str., 2,767, N. Davison, R.N.R., 22nd August—Vancouver 25th July, Mails and General—C. P. R. Co.	TELEMACUS, British str., 1,340, Jas. William- son, 29th Aug.—Saigon 24th Aug., Rice and Flour—Chinese.	TITAN, British str., 5,720, R. Day, 4th Sept.— Manila 1st Sept., General—Butterfield & Swire.	TJIBODAS, Dutch str., 2,953, P. Zwart, 30th August—Amoy 28th August, General— Java-China-Japan Lijn.	TEINTAU, German str., 1,002, H. Bremer, 25th August—Kohschang, Bangkok & Singa- pore 28th August, Rice—N. D. L.	WHITBROS, British str., 1,944, Elvine, 30th August—Cardiff 10th July, Coal—Ori- ent.	WINGANG, British str., 1,517, Walker, 4th Sept.—Karachi 28th Aug., Coal—Jardine, Matheson & Co.	WYNERIE, British str., 4,999, W. C. Dent, 23rd Aug.—Pugot Sound via Manila 26th August, Flour—Dodwell & Co.	YOHOW, British str., 1,306, J. H. Brown, 2nd Sept.—Shanghai 29th August, General— Butterfield & Swire.	YUENKANG, British str., 1,128, Meyrick, 4th September—Manila 1st Sept., General— Jardine, Matheson & Co.
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NOTICES TO CONSIGNEES

THE NORTH CHINA LINE.

NOTICE TO CONSIGNEES.

STEAMSHIP "WYNERIE."

FROM SEATTLE AND MANILA.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested
to send in their Bills of Lading for counter-
signature and to take immediate delivery of
their Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignee's risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LTD.,

Agents.

Hongkong, 30th August, 1907.

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